

**50 years of electric services from Euston**

The highs and lows of the 'Premier Line'



**Inside the NRM's Dynamometer Car**

A rare glimpse into history



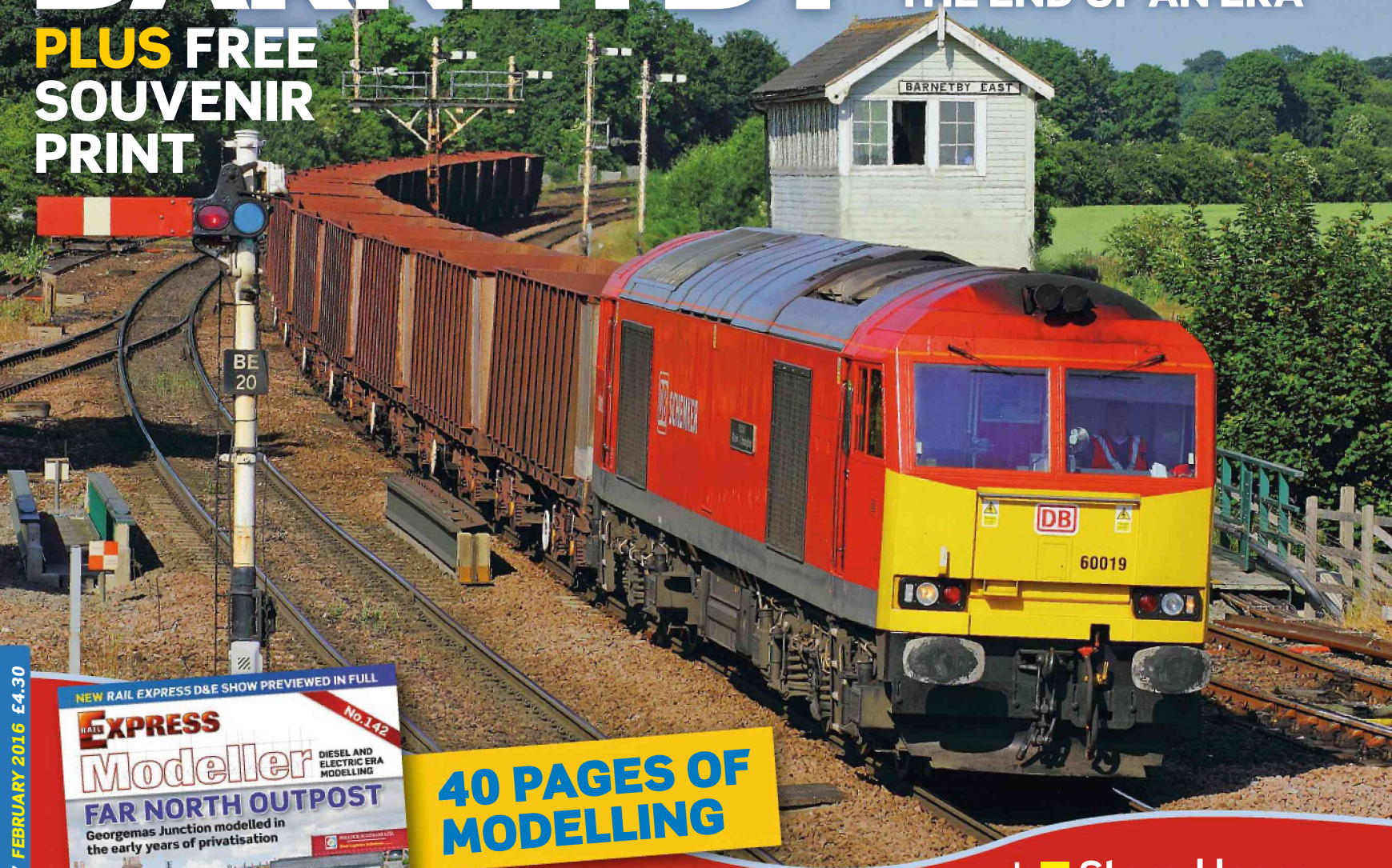
# **RAIL EXPRESS**

Essential reading for today's rail enthusiast

## **ALL CHANGE AT BARNETBY**

**NORTH Lincs  
RESIGNALLING IS  
THE END OF AN ERA**

**PLUS FREE  
SOUVENIR  
PRINT**



NEW RAIL EXPRESS D&E SHOW PREVIEWED IN FULL

**RAIL EXPRESS**  
**Modeller**  
**FAR NORTH OUTPOST**  
Georgemas Junction modelled in the early years of privatisation

No. 142

**40 PAGES OF  
MODELLING**

- Diesel & Electric Show preview
- Layout focus: Georgemas Junction
- Heljan unveils 'OO' gauge Class 07

■ **Stored locos:  
Full 2016 listing**

- Floods cause chaos and close WCML
- DRS culls fleet and puts locos up for sale

REVIEWED INSIDE  
Building the Rummy Models etched mineral wagon chassis kit in 4mm



Limited edition Malcolm Class 08 unveiled



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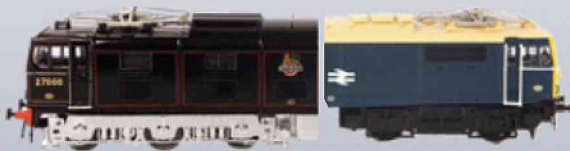
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**RETURN OF A RAILWAY ICON:** January saw the long-anticipated return to traffic of the world's most famous steam locomotive, the LNER-built No. 4472 *Flying Scotsman* (currently in black livery with its British Railways number No. 60103) after its £4 million, decade-long restoration. Its first run at the East Lancashire Railway on January 6 was assisted by resident diesel No. 31466, the duo seen that night at Bury Bolton Street. Robin Jones

## 8 HEADLINE NEWS

Arriva wins Northern Rail and First retains TransPennine Express, with both promising new train fleets; flooding cripples the network; DRS puts locos up for sale; West Coast Railways threatened with loss of safety licence; LMS 10000 group buys scrap Class 58; Stagecoach withdraws from joint bid for East Anglia franchise; another Chiltern Class 68 catches fire.

## 14 BARNETBY FAREWELL

The famous semaphore signals at Barnetby and along the North Lincolnshire line from Scunthorpe to Cleethorpes are no more. We look at the work done over Christmas, and how the area just won't be the same again.

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Part 2 of our feature marking 50 years of electric services out of Euston, looking at how the route developed from the 1970s to the present day.

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The Scottish Class 68 locomotives sure are quick out of the blocks, as Neville Hill discovers in this month's time trial.

## MODELLING

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■ Hailan unveils '00' gauge Class 07

■ Stored locos: Full 2016 listing  
[www.railmagazine.co.uk](http://www.railmagazine.co.uk)  
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The appropriately named No. 60019 *Port of Grimsby & Immingham* was on the Scunthorpe iron ore circuit on July 9, 2013 - seen approaching Barnetby past the now gone array of iconic semaphore signals with the 6T27/16.57 Immingham to Santon. Steven Brykajlo



## Editor's Comment



**Paul  
Bickerdyke**

*Rail Express*  
Editor

## Heritage traction both in and out of fashion

**T**HE effective ban on new diesel locomotives, caused by the difficulty in finding power units compliant with current European emissions legislation that also fit within our loading gauge, is leading to a fascinating ebb and flow in the fortunes of heritage traction.

DRS, for example, has now stored its Class 20 and 47 fleets, plus the majority of its '57/0s', and announced the sale of a dozen locomotives. Those offered for sale include six Class 37s – yet at the same time, the company is due to hire newly-overhauled No. 37403 from the Scottish Railway Preservation Society, the '37/4' presumably being more useful than the '37/5s' and '37/6s' it wants to get rid of.

It seems likely that at least some of the dozen will find use with other, probably smaller, operators. Two other ex-DRS Class 47s have already been sold to Locomotive Services in Crewe, for example, with one as a source of spares to bring the other back into traffic. So those on the sale list, which includes 'our loco' No. 47853, cannot be presumed to be heading for the scrapyard as they once might have been.

Elsewhere the largely unloved Class 58 fleet has seen some developments. No. 58008 has been moved from Eastleigh depot across the road to the works for scrapping, while classmate No. 58022 has been bought from Crewe by the Ivatt Diesel Recreation Society to provide the mainframe for its plan to build a copy of pioneer Co-Co LMS diesel No. 10000. The best news is of preserved No. 58016, however, which has been moved from Barrow Hill to UKRL's depot in Leicester for its restoration to be completed.

Other preserved locos also fared well last year. Some were returned to the main line, such as the Class 37s snapped up by Colas for its Network Rail test train contract, while another 15 were back on heritage lines after repairs. Another dozen or so preserved locos could return this year too, including no less than three Class 40s (Nos. 40012, 40013 and 40135) – meaning five of the remaining seven '40s' could well be 'Whistling' in 2016.

*Rail Express* will, of course, keep you up to date with all the developments as they happen. But as a starting point, we have a full round-up of all currently stored locos and operational preserved locos in this month's issue.

### BARNETBY BYE BYE

The iconic semaphore signalling in North Lincolnshire is no more. A fortnight's closure over Christmas saw the line upgraded with modern colour light signals controlled by the regional operating centre in York.

What was fascinating about the area was the intensity of traffic controlled by the semaphores, with a regular flow of freight to and from the docks at Immingham. The traffic remains, of course, but the ringing of bells in the boxes, and the clanking of signals as they were raised and lowered, has gone.

A visit to Barnetby after the work was completed felt like it had somehow lost its soul. See for yourself with our special news report on pages 14-17, and remember the famous winter glint shot with our free souvenir print.

**Paul Bickerdyke**



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**Gareth Bayer**

Wagons Roll



**William Watson**

Irish Angle  
(with Alan McFerran)

# RAIL EXPRESS

### PRINT & DISTRIBUTION

#### Newstrade & distribution

COMAG, Tavistock Road,  
West Drayton, Middlesex UB7 7QE.  
01895 433600

**Printed by** William Gibbons and Sons, Wolverhampton

**Published** Third Thursday of every month

**This issue** January 21, 2016

**Next issue** February 18, 2016

**Advertising deadline** February 4, 2016

**ISSN No 1362 234X**

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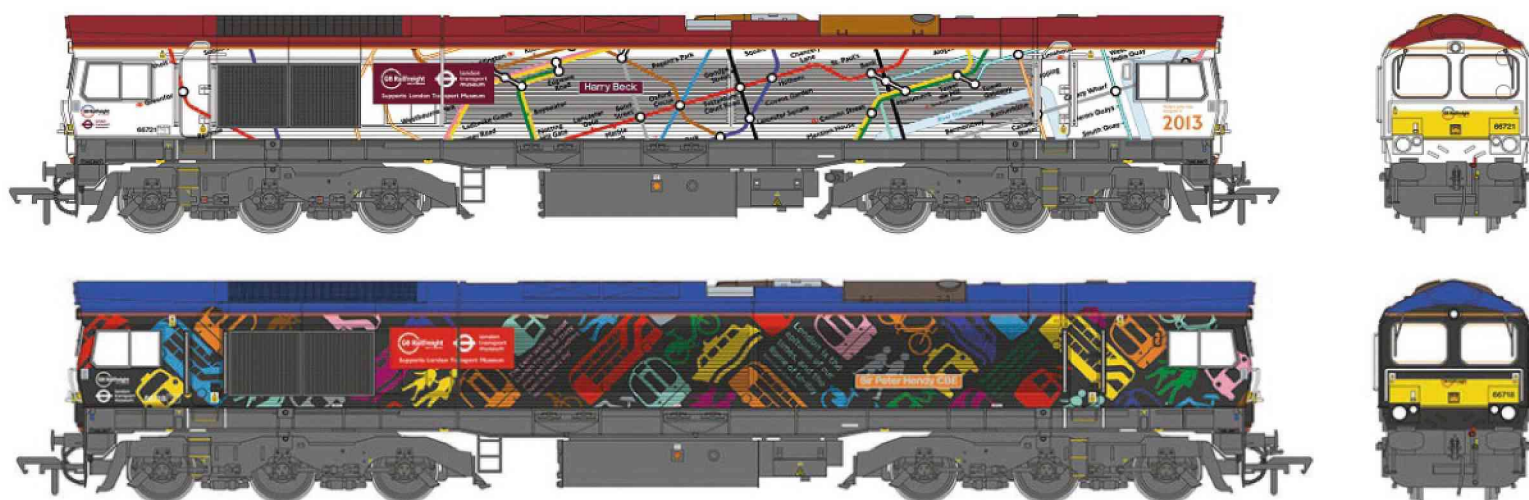
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london  
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## London Transport Museum announces two new Bachmann Class 66 diesel locomotives **66718 Sir Peter Hendy** and **66721 Harry Beck**



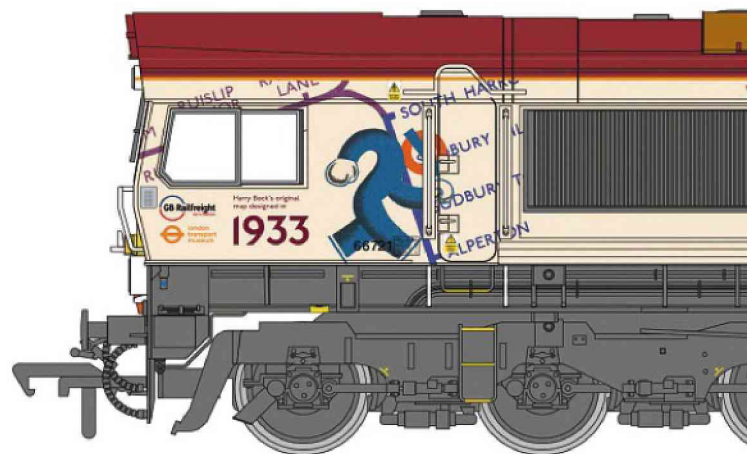
London Transport Museum in association with Bachmann Europe plc announces two exclusive new Electro-Motive Diesel Inc. Type JT42CWR Class 66 diesel locomotive models due for release during Summer 2016.

To mark the 150th anniversary of the London Underground in 2013, and to celebrate GB Railfreight's partnership with London Transport Museum, two Class 66 locomotives with new liveries and names were dedicated to the former Transport for London Commissioner, Sir Peter Hendy CBE (No. 66718), and Harry Beck (No. 66721), the designer of the 1930's diagrammatic Tube map.

Both models are to 1:76 (OO) scale.

Advance orders can be placed from **4 January 2016** as follows:

- ♦ Online at [ltmuseumshop.co.uk](http://ltmuseumshop.co.uk)
- ♦ By email to [exclusives@ltmuseum.co.uk](mailto:exclusives@ltmuseum.co.uk)
- ♦ By visiting the shop for a form to pre-order
- ♦ Call **020 7565 7295** to order by telephone





# RAIL EXPRESS

THE NRM gave the media a rare chance to see inside its historic NER dynamometer car No. 902502 on December 16, as the vehicle is being prepared for display at the York Museum alongside newly repaired A3 steam loco No. 4472 *Flying Scotsman* from the end of February. While mainly of the steam age, being built in York by the North Eastern Railway in 1905, the car did survive into the early modern traction era and is understood to have worked with diesel traction.

The dynamometer car was used when *Flying Scotsman* recorded the first official 100mph steam run in 1934 while still an unrebuilt A1 type. This performance led to the development of the A4 locos, and it was used again when A4 No. 4468 *Mallard* set the world steam record of 126mph in 1938.

The vehicle is a fascinating piece of mechanical kit. It was used

directly behind the locomotive, with the coupling connected to a calibrated leaf spring under the frame. This spring was connected by a lever system to the chart recorder, meaning the tracing pen is directly connected to the locomotive!

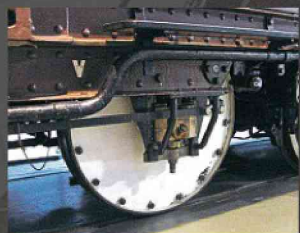
The main picture shows the view facing forwards, with the recording desk in the foreground. The chart is wound across the desk at a regular rate while the pen records the drawbar pull. Also recorded is the train's speed from an extra wheel under the coach, while staff can mark other details on the chart such as mileposts and gradients.

Amongst the wealth of detail note the microphone on the desk and speaker at roof level that allowed communication with the loco's cab, the clock, and other instruments to record values like the temperature in the firebox and boiler.

All pictures by Paul Bickerdyke



The recording area looking towards the back of the vehicle. Note the lever coming up from the floor, which connects the massive leaf spring to the recording pen.



Above: The additional wheel used to record accurate speeds.



Above: The rear of the coach, separated by a toilet compartment, is just a seated area – although a camp bed is stored away in the roof.



Left: No. 902502 when previously displayed in the NRM's Great Hall.









# New stock for Northern in a 'transformation of services'

Out go the unloved 'Pacers', in comes 98 new electric and diesel units from as yet unknown suppliers.

## By 'Industry Witness'

As briefly announced last month, Arriva Trains North has been chosen as the new operator of the Northern franchise from April 1 this year to March 31, 2025, with a possible one-year extension at the discretion of the Government. Arriva is a wholly owned subsidiary of the German state railway, Deutsche Bahn.

Arriva claims the new deal will bring about a transformation of services across the Northern network. When the current franchise, operated by a joint venture between Serco and Abellio, began in 2004, there were no plans to cater for growth with the emphasis instead being on higher operational performance standards.

However, to meet increasing demand at stations throughout the area, additional capacity was added as rolling stock became available. Cascades followed after the provision of new vehicles for TransPennine Express, electrification in Scotland that released Class 322 EMUs, and the introduction of locomotive-hauled services in Cumbria.

## NEW EMUs AND DMUs

This time around, however, there is a firm plan to cater for growth. Enhanced capacity will result from the electrification of routes in the north west, and there is a commitment to provide 281 new 100mph vehicles formed into 98 units with electric and diesel power.

There will be 43 EMUs in a mixture of three and four-car formations, and 55 DMUs with either two or three cars. The fleet size will rise from 794 vehicles in April 2016 to 921 by December 2022, including the withdrawal of two-axle 'Pacers' by 2019.

Significant changes to the pattern of services will take place, with the successful TransPennine Express format being replicated over 12 'Northern Connect' routes. Most of these services will be operated by new trains, but where this is not possible, the rolling stock will be refurbished to similar standards.

**"12 routes will be rebranded Northern Connect"**

A common feature of the new route structure is the extension of existing services to provide improved connectivity between population centres.

This is particularly apparent on the trans-Pennine route via Rochdale, Halifax and Bradford, where through services will be provided to link Chester, Blackpool, Manchester Airport and Liverpool with Leeds and York.

Manchester Airport will offer five Northern Connect destinations to Blackpool, Windermere, Barrow, Liverpool, and Bradford. Other routes are Sheffield to Hull, Nottingham to Bradford, Lincoln to Leeds, and Middlesbrough to Carlisle.


By 2019 there will be 2000 additional weekday services, which is a 12% increase over current operations, with an increase in peak time seating capacity of 37%. The attractiveness of the new services and higher rolling stock quality is judged to improve revenue, so that support payments will be reduced by

£140 million over nine years.

Also against current trends, 45 currently unstaffed stations will be staffed, while there will be extended attendance time at another 54 locations.

## CHOICE OF SUPPLIER

It is uncertain where the new rolling stock will be built. Northern is operating some electric units originally built by Bombardier's predecessor, and may also inherit more Siemens-built units from TransPennine Express once that TOC's new 125mph trains are introduced on West Coast routes (see separate story). The choice looks to be between these two manufacturers, as they have existing products that will meet the specification.

For the new diesel powered units, the choice is limited by emission control standards. The long experience held by Bombardier at Derby in building the series of types up to the most recent Class 172 vehicles suggests there is less risk in choosing this manufacturer rather than a new entrant to the market. 

## New services from Stirling and Sunderland

FROM December 14, Virgin Trains has added extra trains from Stirling and Sunderland to London. Both are extensions of previous services – via Newcastle in the case of Sunderland, and Edinburgh for Stirling.

The Stirling service leaves for London at 05.26 and the Sunderland one at 05.40. The latter competes with Grand Central's 06.45 service, with the VTEC journey taking 3 hours 28 minutes and Grand Central's via Hartlepool 3 hours 35 minutes.

■ Virgin has also added an extra weekday evening service from Hull to Doncaster at 20.28, which runs via Selby and connects into the 21.40 Virgin service to London. The train is formed of the inward 17.19 King's Cross-Hull HST.



**SRPS 'SYPHON' READY FOR REPAINT:** The overhaul of SRPS-owned No. 37403 at Bo'ness is virtually complete, and it is due to be moved to RVEL in Derby for repainting prior to going on hire to Direct Rail Services. The loco is seen inside the shed at Bo'ness on January 2, having finishing touches and minor niggles sorted before its move south. Jack Prentice

## Direct Rail Services puts a dozen locos and two coaches up for sale

DIRECT Rail Services has offered 12 surplus locos and two coaches for sale in an invitation to tender document dated January 8. The vehicles are all being sold as seen, with the buyer responsible for moving them from DRS premises.

Locos offered for sale are Type 1 No. 20312; Type 3s Nos. 37503, 37510, 37521, 37608, 37611, 37670; Type 4s Nos. 47810, 47813, 47818, 47828, 47853. The two coaches are Mk.2s Nos. 1254 and 3374. Of note is the inclusion of 'our loco' No. 47853

Rail Express, although DRS says that no nameplates or crests are included in the sale.

Type 5 No. 66433 towed Nos. 37611, 47805, 47813 and 47818 from DRS's Carlisle Kingmoor depot to the nearby MoD facility at Longtown on

January 8. The '66' then returned to Kingmoor with Nos. 47790 and 47805.

Northern Belle-liveried No. 47790 is believed sold to Locomotive Services Ltd (LSL) at Crewe, possibly along with classmate No. 47841 at Eastleigh as a source of spares.





The area around the southern pier of the Clyde bridge at Lamington has been dammed to allow the pier to be repaired. Network Rail

# Flooding cripples the network

Storms cause high profile closures, mainly across Scotland and northern England.

FOLLOWING the devastation left in the wake of Storm Desmond in early December (see last month), further bad weather associated with Storm Eva and Storm Frank in December and January led to line closures both serious and temporary across the country.

The most high-profile closure was that of the West Coast Main Line north of Carlisle on December 31, after the River Clyde undermined one of the piers of the railway bridge at Lamington, South Lanarkshire. The bridge was expected to be closed until at least the beginning of February, although this could change depending on the weather.

During the closure, Virgin Trains is

running six 'Voyager' shuttles each way between Glasgow Central and Carlisle via Dumfries, with services to Euston starting at Carlisle. TransPennine Express services to Glasgow and Edinburgh are terminating at Lockerbie for buses forward, while freight is being diverted via Dumfries or the East Coast Main Line.

The Caledonian Sleepers ran via Edinburgh, Sunderland and the East Coast Main Line on the night of January 10/11 in both directions, being diesel-hauled between Newcastle and Doncaster. These are also now being dragged via Dumfries.

A further complication came on January 7, when the line between

Carlisle and Newcastle was closed by a major landslide between Nunthorpe and Hexham, which could see the line closed for several months.

Elsewhere around the country, the storms closed the line between Folkestone and Dover as the seawall cracked near Shakespeare Tunnel. Southeastern Trains says there is no estimate for when the line will reopen, the damage being similar to that at Dawlish in 2014.

Temporary flooding included many sites around West Yorkshire, such as Walsden in the Calder Valley, Kirkstall in the Aire Valley, and even Haworth on the Worth Valley heritage line.

## TransPennine Express to buy 125mph stock

By 'Industry Witness'

FIRST Group has retained the TransPennine Express franchise, with the new contract beginning on April 1 this year, for seven years to March 31, 2023, with a possible two-year extension.

During that time there will be a significant strengthening of the fleet, as 44 additional five-car trains are to be provided comprising a mixture of electric, diesel and bi-mode types capable of operating at 125mph. The existing fleet of Class 185 diesel units will be retained and refurbished to operate in pairs as six-car formations. The total rolling stock expenditure is put at £400 million for new vehicles and £27 million for refurbished rolling stock.

The pattern of services will change with the transfer of shorter distance operations between Manchester, Barrow,

Windermere, and Barrow to the new Northern Connect network (see separate story) and the introduction of new longer distance routes.

The core section between Manchester and Leeds via Diggle will see the service frequency increased to six trains per hour by December 2017, when two trains per hour will run to Newcastle from Manchester Airport. It will also be possible to travel on a through train between Liverpool and Edinburgh via Newcastle after December 2019, when bi-mode trains will be needed until TransPennine electrification is completed.

Electrification in the north west will allow a new pattern of services to be developed, and new journey opportunities will be created by the operation of through services between Liverpool and Glasgow via Preston, which are scheduled to

start in December 2018.

Peak hour capacity will rise by 80% as a result of the increased fleet size, and by 2017/18 the need for revenue support will cease with premiums worth £303 million being paid during the period of the contract. This is a financial transformation brought about by investing in higher quality rolling stock that allows journey times to be reduced to attract new passengers.

First Group has not divulged its preferred rolling stock supplier, but Hitachi must be the odds-on favourite to supply the 125mph trains. Similar units have already been chosen by Great Western Railway for its operations to the West Country, and by Hull Trains.

The flexible capability to operate as either electric, diesel or bi-mode power is ideally suited for use where infrastructure upgrades are ongoing.

### IN BRIEF

#### HSTS FOR PORTSMOUTH?

GREAT Western Railway ran a trial on January 9 of a short-formed HST set, which is believed to be with a view to running them on the Cardiff to Portsmouth service after the introduction of Hitachi Class 800 and 801 IEP trains. The test formation was formed of power cars Nos. 43189 and 43098 with Mk.3s Nos. 41140, 46011, 40105, 42287, 44037, which ran from Plymouth Laira to Cardiff and back.

#### SHORTLISTED FOR NEW MERSEYRAIL EMUS

MERSEYTRAVEL has announced five shortlisted bidders for a contract to supply around 50 replacement electric multiple units for the Merseyrail network. The bidders are Bombardier, CAF, Mitsui (in a consortium with Alstom and East Japan Railway's rolling stock manufacturing business J-Trec), Siemens, and Stadler. Bids need to be submitted by the end of April and the preferred bidder will be chosen towards the end of 2016. The new EMUs should be delivered by the early 2020s.

#### LAST COAL FROM KELLINGLEY

THE last shipment of coal from the UK's last deep coal mine ran on December 24. The colliery, which is near Knottingley in West Yorkshire, closed on December 18. The final train was hauled by DBS-liveried No. 66118, the working being the 6H67/12.14 to nearby Drax Power Station.

#### MORE CLASS 70s FOR COLAS

INDICATIONS are that Colas Rail has ordered a further seven Class 70s from General Electric to support its expanding portfolio of freight services. While the company has, as usual, made no official comment, industry sources have confirmed the order is in place. All are expected to feature modified Jenbacher power units that comply with current EU emission standards.

#### HITACHI TO BUILD GWR AT300 ORDER IN ITALY

HITACHI has moved the construction of Great Western Railway's AT300 trainsets from Japan to Italy. The move follows Hitachi's acquisition in November of AnsaldoBreda, whose factory is in Pistoia, Tuscany.

The £361 million order for these units was placed last July by Eversholt Leasing and GWR. The order is for 29 bi-mode units, made up of seven nine-cars and 22 five-cars, the latter capable of doubling to form ten-car trainsets.

Hitachi's Newton Aycliffe plant, County Durham, will concentrate on assembling the Class 800 and 801 units destined for the ECML and GWML.

#### 'TEDDY BEAR' PROGRESS

JANUARY 2 saw the fruits of repair work when Class 14 No. D9551 moved under its own power at Bridgnorth for the first time since it arrived from the Keith & Dufftown Railway two years ago.



## IN BRIEF

### CALL TO REINSTATE ELLON RAIL LINK

THE Scottish Association for Public Transport is recommending that the 14-mile abandoned trackbed from Ellon to Dyce, north of Aberdeen, is rebuilt for passenger use. The line closed to passengers under the Beeching regime on October 4, 1965.

There have been previous calls to reopen this route and beyond Ellon to Maud Junction, where the Peterhead and Fraserburgh routes diverged. As recently as last May, The North East of Scotland Transport Partnership (NESTRANS) was seeking public opinion on reopening the former Great North Of Scotland route to these two fishing towns, as well as serving intermediary stations. Freight continued to Peterhead until 1970 and Fraserburgh until 1979.

### NATIONAL EXPRESS IN GERMANY

WHILE German companies have long been established in the UK, the first British company to run passenger services in Germany, National Express, has begun operating two services in the North Rhine-Westphalia region.

These started on December 13 and are the RE7 regional express service from Krefeld to Rheine via Cologne, and the RB48 regional stopping service from Bonn-Cologne-Wuppertal. National Express has procured 34 new Bombardier 'Talent 2' EMUs on behalf of the regional transport authorities to operate the new services.

### NETWORK RAIL SETS NEW TRACK-LAYING RECORD

ENGINEERS building the new rail flyover north of Stafford to replace Norton Bridge Junction have set a new track-laying record of 4017 metres installed during the weekend of December 12/13. Previously the record was 3932 metres. Two Balfour Beatty New Track Construction machines were used.

The £250 million Stafford scheme is entering its final stages, with the new rail-over-rail flyover set to be commissioned at Easter. The project has involved the construction of 11 new bridges, six miles of new track and a new 1.2km section of road, as well as four river diversions and movement of more than one million tonnes of earth.

### ERTMS TRIAL THROUGH CENTRAL LONDON

CLASS 313 No. 313121, which is in use with Network Rail for testing the European Rail Traffic Management System (ERTMS), has made several test runs on the Thameslink route through central London. This is a precursor to trying it with the new Class 700 EMUs.

The test section is between Elephant & Castle and Kentish Town. When fully commissioned and combined with automatic train operation, it will allow 24 trains per hour to run in each direction between London Blackfriars and London St Pancras International.

# Charter operator faces loss of safety licence

Separate move sees criminal proceedings launched for earlier failings.

By 'Industry Witness'

HER Majesty's Railway Inspectorate (HMRI), part of the Office of Rail and Road (ORR), is reviewing the safety case of West Coast Railways following a second incident in 2015 where the TPWS equipment was inappropriately isolated.

The move is in addition to the ORR beginning criminal proceedings against WCR and one of its drivers following the incident on March 7 last year, when isolating the TPWS led to a train hauled by steam loco No. 34067 *Tangmere* running through a red signal and stopping on the busy junction at Wootton Bassett, Wiltshire.

HMRI is now reviewing whether a significant risk to safe operations exists if WCR cannot demonstrate it can ensure compliance with its own safety procedures. If WCR's safety certificate was suspended, this would

mean it would not be allowed to run trains on the national network.


HMRI is the part of the ORR with responsibility for enforcing Health and Safety law. The second incident where the Train Warning and Protection System equipment was isolated occurred during a propelling movement by 'Black Five' steam loco No. 45231 and its support coach at Hexthorpe, near Doncaster, on October 2.

The criminal charges against WCR are that it failed to implement management controls, procedures, training and monitoring to prevent staff turning off the TPWS equipment. The driver is alleged to have been responsible for the intentional misuse of safety equipment by directing a colleague to turn off the TPWS, which is designed to apply an emergency brake if the driver makes an error.

The first hearing was scheduled

to take place at Swindon Magistrates' Court as this issue went to press.

WCR's safety certificate was renewed by HMRI on October 1, 2013, for a five-year period covering passenger (excluding high speed) and freight (excluding dangerous goods) operations. The document confirms that the company has a Safety Management System in place that complies with the Railways and Other Guided Transport Systems (Safety) Regulations 2006.

After the serious SPAD at Wootton Bassett last year, it was found that the WCR-provided traincrew had disabled the TPWS by isolating it out of use. In response, the HMRI issued a formal improvement notice that required WCR to demonstrate that its Safety Management System was fit for purpose and that there was management processes to ensure compliance. 



**SECOND CHILTERN '68' BLAZE:** Silver-liveried No. 68011 caught fire near Saunderton, Buckinghamshire, on January 8, while pushing the 1H45/12.55 Birmingham Moor Street to London Marylebone. Four fire engines attended the scene and used dry powder to put out the fire. This appeared to be a similar incident to that which befell classmate No. 68015 on October 23, 2015, while heading the 10.45 Marylebone to Birmingham Moor Street. On that occasion the train was halted at High Wycombe, but the loco's own extinguishing system had worked before the firemen arrived. Buckinghamshire Fire & Rescue



## IDRS buys scrap Class 58

THE Ivatt Diesel Recreation Society, which aims to rebuild pioneer LMS Co-Co diesel No. 10000, has bought redundant Class 58 No. 58022 from DB Schenker at Crewe (as featured on the cover of our February 2015 issue).

Remarkably, the Class 58's mainframe can be used as the basis for the new build with a few minor modifications. The loco is described as in generally good condition for the IDRS's needs, and it is hoped the acquisition will provide the impetus for significant progress once established at a new home.

The society already owns the correct type of engine for the project, an English Electric 16SVT Mk.1, and this has been carefully stored with an annual inspection and winterisation programme. It is also in discussion with another group about the purchase of a pair of EM2 (Class 77) Co-Co bogies very similar to those used under No. 10000.

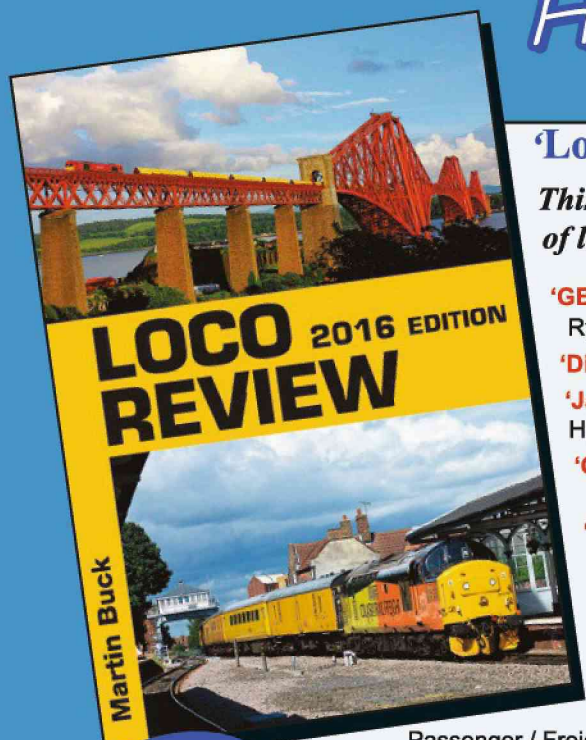
The original No. 10000 was scrapped in 1968 after its offer to the Museum of British Transport in Clapham, London – a forerunner of the NRM – was rejected.

## LOGOS APPLIED TO UKRL LOCOS:

Leicester-based UK Rail Leasing has begun applying branding to its fleet of refurbished Class 56s. The first to have the treatment is No. 56098, which displays the company's logo on the cabsides. UKRL's other locos will be similarly treated in due course. No 56098 is pictured at the company's Leicester depot on December 10. UKRL



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Martin Buck

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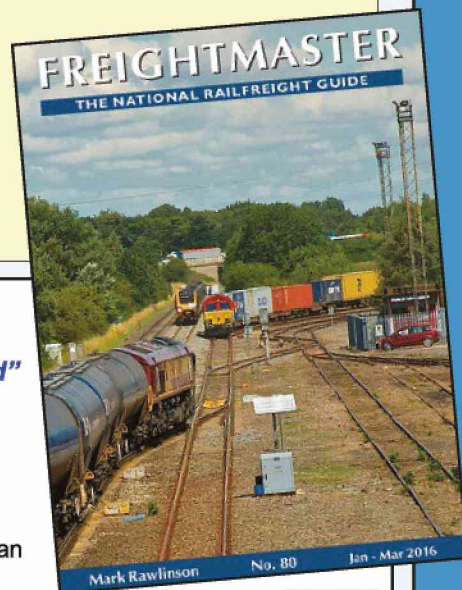
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## IN BRIEF

### GBRF TRIALS NEW LIVERPOOL CONTAINER SERVICE

GB Railfreight ran a trial container service on December 22 between Maritime Transport's Birmingham Intermodal Freight Terminal, Birch Coppice, and the Port of Liverpool. This was the first time a service has run between these two terminals.

Class 66/7 No. 66729 hauled eight IFA wagons, leaving Birch Coppice at 20.48 and arriving at Seaforth Container Terminal at 01.39 the following day. It made the return journey at 03.30, arriving at Birch Coppice at 10.53.

### SCOTRAIL LAUNCHES £5 FARE

ABELLIO, which operates the ScotRail franchise, has introduced a £5 advance fare. Previously, only two levels of advance single tickets were available between Glasgow and Inverness, for example, priced at £26.90 and £11.40. With the system, an additional three tiers are being offered at £5, £8, and £18.80.

This announcement follows the launch of a £16 travel anywhere in Scotland flat rate ticket for members of ScotRail's Club 50 scheme.

### VIRGIN IMPROVES SCREEN INFORMATION AT EUSTON

PASSENGERS using Virgin Trains travelling from Euston now have more information provided on the concourse screens. In an industry first, a pictogram on the information screen shows reservation levels in each carriage to indicate where passengers without reservations are most likely to find a seat. They can also see where bicycles can be loaded and where disabled seats are located. If a train is cancelled, the screens will show the next available train for all calling points.

### BLUEBELL '09' VISITS ILFORD

STILL carrying HNRC colours, the Bluebell Railway's No. 09018 visited Ilford for tyre turning on December 9, returning to Sheffield Park the next day.

### NRM '03' RETURNS TO SHILDON

HAVING undergone tyre turning at Leeds Midland Road, the NRM's No. D2090 returned to Locomotion, Shildon on November 23.

### GREATER ANGLIA INVESTMENT

ABELLIO is to invest a further £3.5 million in the Greater Anglia franchise, making a total of £40 million in the period from July 2014 to October 2016. The money will be spent on refreshing 10 Class 317/5 units as well as improving standards of fleet and station presentation.

# Stagecoach withdraws from East Anglia bid partnership

Current franchisee Abellio to bid solo for the next East of England contract.

## By 'Industry Witness'

TRANSPORT Group Stagecoach has pulled out of a joint venture bid with Abellio for the East Anglia franchise, which is due to be awarded in June for operations to begin in October.

The current Greater Anglia franchise is operated by the Dutch National Railways subsidiary Abellio alone, so there was some surprise when it decided to bid in partnership with Stagecoach for the replacement contract.

The scope of the franchise has changed in character following the transfer of the heavily-used Shenfield and North East London commuter services to Crossrail and London Overground, placing a greater emphasis on longer-distance services and rural routes in Norfolk and Suffolk.

The headline challenges to bidders

are to reduce the London to Norwich journey time to 90 minutes and speed up Stansted Airport services. The former route also requires replacement rolling stock to upgrade the current Class 90+Mk.3 locomotive-hauled trainsets.

Recently, Abellio has had difficulty maintaining sufficient DMUs to operate all services, particularly through the autumn leaf-fall season, with bus substitution being necessary on both the Sudbury and Felixstowe branches in November due to wheelset damage. Unit availability was as low as 60% at one point.

Something that would help to resolve such problems would be the provision of a wheel lathe at Norwich Crown Point depot, the lack of which requires trains to undergo repair at Ilford, Bounds Green or Derby.

Stagecoach was brought into

the bidding partnership with a 40% holding to provide expertise in areas such as train procurement, together with a transfer of knowledge gained in operating East Midlands Trains, which has similar characteristics to the type of services covered by the East Anglia routes.

Stagecoach also operates the South West Trains franchise, and is in partnership with Virgin Trains on both the Intercity East Coast and Intercity West Coast franchises.

The East Anglia bidding process revealed differences in approach to the delivery plan and, with Stagecoach stepping aside, Abellio decided to continue with the bid on its own.

The other bidders for the nine-year contract are First Group and National Express – both having previous experience of operating in the area.



**MARYLEBONE FIRST:** Christmas engineering works between Paddington and Reading on December 27/28 saw Great Western Railway services diverted to run from Waterloo and, for the first time, Marylebone. A half-hourly service of HSTs to Bristol and the West Country ran from Waterloo to Reading via a reversal at Basingstoke, while an hourly service to South Wales ran from Marylebone to Didcot via a reversal at Banbury. This is believed to be the first time that HSTs have worked from Marylebone in passenger service. Similar diversions in the future are likely to use the new Bicester chord to reach Oxford, saving up to 40 minutes by avoiding Banbury. Likewise, the Waterloo diversions could in future use the more direct route to Reading via Ascot. Pictured at Marylebone on December 27, is GWR power car No. 43148, which has recently emerged with 'Bristol 2015 European Green Capital' vinyls, at the head of the 17.32 to Swansea. Alex Thorkildsen

## Government simplifies franchise bidding process

A PRE-QUALIFICATION questionnaire (PQQ) 'passport' scheme has been launched for future rail franchise bidders.

Bidding for rail franchises involves satisfying a range of safety, financing, and technical questions. For companies bidding on multiple franchises, this is seen as a needless duplication of work, both by those submitting and assessing the data.

As a result, the new 'passport'

scheme has evolved, which requires a one-off submission of information to gain authority to bid for franchises over a four-year period.

Eleven transport groups have been approved so far, with the only new entrant compared to existing contract holders being Trenitalia, the Italian national rail operator. A surprising absentee is Serco, which is the current operator of the Caledonian Sleeper contract and with stakes in Northern

Rail and Merseyrail. Other former bidders such as SNCF (French National Railway) and RENFE (Spanish National Railway) are also absent.

The full list currently holding a franchise bidding passport is Abellio Transport Group, Arriva UK Trains, First Rail Holdings, Go-Ahead Holdings, Govia, Keolis (UK), MTR Corporation (UK), National Express Trains, Stagecoach Group, Trenitalia, and Virgin Holdings.

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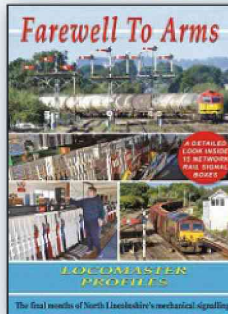
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# North Lincolnshire signalling upgrade marks the end of an era

The ever-shrinking number of routes protected by semaphore signalling was reduced again over Christmas, when Scunthorpe to Immingham and Cleethorpes was upgraded to be controlled from York ROC.

By Paul Bickerdyke

THE famous signals at Barnetby and elsewhere along the North Lincolnshire main line are no more.

Over Christmas and New Year, engineers replaced the semaphores with colour lights and swept away nearly a dozen signalboxes as control shifted to the regional operating centre (ROC) in York. Sixteen level crossing were also replaced.

The work was scaled back from its original scope, with the line from Barnetby through Brigg and the Ulceby to the Barton-on-Humber branch being left alone for now.

The Immingham Light Railway, which is an alternative 'back door' route into the docks via Grimsby, also remains unchanged. It is believed the level of usage on the Barton branch and the light railway did not justify the expense of resignalling.



A view from inside the box at Barnetby East on May 23, 2015 - looking towards the station as Northern Rail 'Pacer' No. 142020 passes with the 2H01/15.20 Saturdays-only Cleethorpes to Sheffield 'Parliamentary' service. John Illingworth

The changes have affected the Scunthorpe to Immingham and Cleethorpes routes. Barnetby and its surrounding area have long been a draw for enthusiasts, as it was arguably the busiest section of line

still controlled by traditional signalling - particularly for freight traffic to and from Immingham docks.

The last trains ran on Christmas Eve, which saw photographers flock to the area for a last chance to

capture the signals in action. Work got underway on Christmas Day and Boxing Day, when trains are not scheduled to run anyway, and this was followed by a four-day possession that saw no trains running east of Scunthorpe.

The route from Immingham Docks reopened on the morning of December 30 for freight traffic. However, there was no passenger traffic to Cleethorpes until January 10.

During the blockade, TransPennine Express, Northern Rail and East Midlands Trains services terminated at Scunthorpe, Brigg and Market Rasen respectively, with buses going forward. Northern Rail's Cleethorpes to



Down comes Barnetby East's signal BE20 on December 27, which controlled eastbound traffic from platform 2 at Barnetby station. BE7 next to it (controlling eastbound traffic from platform 1) soon followed, along with others in the station area. Jonathan Longbottom



Barton-on-Humber shuttle was replaced by buses throughout.

The signalboxes at Immingham West, Reception and East were not included in the scheme, partly because they are on Associated British Ports property. However, Immingham East, which is only just over three years old, has been de-manned and renamed Immingham Token Exchange Point. It will be opened only when the light railway is in use in order to access the token machine, but otherwise its operation will be controlled from York ROC.

Early casualties for demolition were the boxes at Ulceby Junction and Pasture Street. However, those at Wrawby Junction, Appleby, Elsham and Brocklesby Junction are listed structures and cannot be knocked down. Wrawby Junction was one of the biggest signalboxes still in use. It was built in 1916 for the Great Central Railway, and had more than 130 levers controlling the junction of the lines from Brigg, Market Rasen and Scunthorpe towards Immingham and Cleethorpes.

The Brigg line is scheduled for conversion at a later date, more likely to be at least the summer of 2017. [B](#)

**Right:** Some work was done before the blockade in readiness for the switchover, such as the modern replacement visible in front of signal BE39 at Barnetby on December 15. Behind is Freightliner's No. 66621 in the former cattle dock siding, which is now used to refuel locomotives. Paul Bickerdyke

**Below:** The penultimate day for the semaphores in use was December 23, with this shot showing some of the crowds making a final visit. This is a view looking east to Barnetby station, as Colas 'Tug' No. 60026 heads the 6E82/12.16 Rectory Junction to Lindsey Oil Refinery. John Illingworth



Ulceby Junction signalbox dates from 1910, but the end for it came on December 28 when it was demolished – levers and all – by a mechanical grabber. How many signallers have worked those levers over the last century? Ric Pickett



Another 'box to be demolished early was Pasture Street, to the east of Grimsby Town station, on December 26. It was built in 1961 and had an electronic panel rather than levers, but witnessed the end of steam in the area despite its modern appearance. Jonathan Longbottom



Enthusiasts discuss the poster detailing the impending work at Barnetby station on December 15. Paul Bickerdyke





# Barnetby: things just won



Above: The east end of Barnetby station on December 17, 2013, finds DBS No. 66143 (left), heading a Cottam to Immingham empty coal train as Freightliner No. 66544 passes with a working from Barrow Hill to Immingham and GBRF's No. 66714 approaches with a loaded coal train from Immingham to Doncaster. John Hales

Right: Something is definitely missing from the same view on January 12, 2016, as TransPennine Express DMU No. 185127 passes the now redundant Barnetby East box with the 10.26 Cleethorpes to Manchester Airport. The starter signals for the two left-hand lines are set back further along the platform than before. Paul Bickerdyke





# 't be quite the same again



Above: A fine going away shot looking west from Barnetby to Wrawby Junction on December 17, 2013. DBS 'Shed' No. 66016 heads into the sunset with an Immingham to Scunthorpe iron ore working. The signals control the lines to Lincoln (left), Gainsborough via Brigg (middle) and Scunthorpe (right). John Hales

Left: Another going away shot of another Immingham to Scunthorpe iron ore working, this time on January 12, 2016 powered by 'Shed' No. 66066. Approaching is classmate No. 66113 with an empty coal train for Immingham. The colour lights now controlling the junction - which are of the modern single-aspect type capable of showing red, yellow or green - are cold and clinical. Paul Bickerdyke



# 50 years of West Coast electrics

Following electrification of the southern half of the West Coast Main Line in the 1960s, subsequent decades saw completion through to Glasgow, sectorisation, privatisation, franchise controversy and a full route upgrade.

PART  
2

**A**FTER completion of the wiring covering the Euston-Birmingham-Liverpool-Manchester routes, including via Stoke-on-Trent in 1967, early approval was sought to continue through to Glasgow. But some time elapsed before the go-ahead was received.

Approval to electrify between

Crewe (Weaver Junction) and Glasgow was given in March 1970, with through electric working starting on May 6, 1974 – which reduced the journey time for Anglo-Scottish trains between Euston and Glasgow to five hours. Where an Edinburgh portion was provided, diesel haulage remained necessary to and from Carstairs until



Before electrification north of Crewe, English Electric Type 4s (later Class 50s) were used to haul West Coast expresses on to their destinations, either singly or in pairs. On a dull July day in 1971, No. D412 (50012) heads a hefty 12-coach rake north through the former station at Tebay at the foot of the four-mile climb to Shap. In the background is the site of the former shed, which was home to banking engines in steam days.

this line was electrified in 1989 as part of the East Coast electrification project.

The proposal looks very good value in today's terms. The route modernisation – which involved replacing life-expired signalling equipment with four power 'boxes' at Warrington, Preston, Carlisle and Motherwell – cost £38 million, while electrification – including 154 locations where bridge clearance was improved – cost £36 million. At current value the total was £705 million, which came within 3% of the original estimate.

## BY ELECTRIC TO GLASGOW

A five-hour journey time between Euston and Glasgow was achieved by the flagship 'Royal Scot' service with one stop en route. The number of daily services was increased from five to eight, using a departure slot of 45 minutes past the hour from Euston and 10 minutes past the hour from Glasgow. One train in each direction used the Glasgow & South Western line via Kilmarnock and Dumfries, which required diesel power over that section.

Train running logs from the period are available, and a stand out feature compared to current operating practice is the length of trains. The standard formation of 12 coaches represented a load of 430 tonnes – but, despite this, the 5000hp Class 87 electric locomotives enabled a steady 90mph to be maintained on even the steep climbs to Shap and Beattock.

Rail conditions were crucial though, as the relatively light 80 tonne locomotives could suffer from adhesion problems. The working timetable allowed 65 minutes for the 90 miles between Carlisle and Preston, which is not much different today.

Other services benefited from the linespeed improvements, which made it possible to complete the journey between Thurso and London on a daytime basis. This was achieved by providing a connection with the 'Clansman' through service, which ran between Euston and Inverness via Birmingham.

In total, West Midlands services were increased from one to four return





Euston in BR's corporate blue era sees Class 87 No. 87020 leave for the north in May 1985 with a rake of Mk.3s. The '87s' were ordered for completion of WCML electrification through to Glasgow in 1974. All pictures supplied by DC Collection unless stated

workings to Glasgow and Edinburgh. One train was extended to run to and from Bristol, where connections were provided for the West Country.

Services between Manchester, Liverpool and Glasgow/Edinburgh were also enhanced by the provision of five rather than two daily services, which were timetabled to provide an interchange at Preston so that different starting points and destinations were accessible. The journey time was reduced by an hour to an average 4 hours 20 minutes.

As a result of the service enhancement, there were 15 daily trains between Preston and Glasgow and 19 between Preston and Euston.

## ELECTRIC LOCO DEVELOPMENT

Once the extension of the wiring to Glasgow had been agreed, locomotive development work was put in hand, as higher power would be needed to enable the planned timings over a route with severe gradients.

As a starting point, three Class 86 locomotives were upgraded and

## "Electrification allowed a five-hour journey time between Euston and Glasgow with one stop en route"

**Right: Class 84s were the most unreliable of the early AL1-AL5 types (Classes 81-85), so were the first to be withdrawn. This is No. 84008 awaiting its fate at Crewe Works on June 6, 1981.**

renumbered No. 86101-86103 to provide a power output of 5000hp and an increased maximum speed of 110mph. After successful trials, 36 new Class 87 locomotives were built at Crewe between 1973 and 1975 with similar characteristics. These were Nos. 87001-87035 plus the final loco No. 87101, which was fitted with the then new thyristor power control system.

The Class 87s were equipped with multiple working equipment that



was compatible with the earlier Class 86 type and later with time-division multiplexing (TDM) to be compatible with Class 90 locomotives and Driving Van Trailers (DVTs).

The original 200 locomotives built for the electrification to Birmingham, Liverpool and Manchester remained in service, although the fleet continued to be depleted by a series of accidents and fires caused in the main by the rectifiers that provide current for traction motors.

The Class 80 training locomotive No. E2001, which had been converted from the experimental Gas Turbine No. 18100, was not used after 1961 and withdrawn in 1968.

Improved fleet productivity, and the relaxation of policy that passenger and freight trains should use electric traction when running 'under the wires', meant that the 10 unsatisfactory Class 84 North British machines had been withdrawn by 1980. Ten Metropolitan Vickers Class 82 and 15 English Electric >





The APT was an ambitious project that almost made it to squadron service, but funding was pulled by an anti-rail Government. The technology was sold off to Fiat, only to be bought back in the form of the 'Pendolino'. Half set No. 370003 is pictured on a test run at Carlisle in the early 1980s. Phil Sangwell



The introduction of Class 91s and Mk.4 stock to the East Coast Main Line led to calls for a similar fleet of Class 93s and Mk.5 stock for the West Coast. Sadly the project did not get much further than this artist's impression.

Class 83 locomotives also went by 1983, although a small number were retained for short distance empty coaching working until 1993.

As the Class 81 and 85 types became life-expired, there was a need for replacement with what was initially described as a further build of 50 Class 87 locomotives. In the event, this traction became the Class 90 fleet and the first examples entered traffic in 1988.

As part of the authorisation to build these locos, Driving Van Trailers were introduced to simplify train working at terminals. However, these came with the penalty of fixed formation trainsets that lacked previous operational flexibility.

Once the Class 90 fleet was in service, the final examples of Class 81 and 85 types were withdrawn in 1991. The '90s' were always intended as a mixed traffic locomotive, so when the London Midland AC fleet was allocated to specific BR business sectors in the 1980s, it was noteworthy that all the Class 87 machines were taken over by InterCity, while the later-built type was split between the sectors. InterCity gained 15 Class 90s, Parcels (Rail Express Systems) five, and Railfreight Distribution (which included Freightliner) got 30.

## ENTER THE APT

British Rail's Research Division, which was established at the Derby Technical Centre in 1964, proposed the development of a high speed train with tilt technology in 1967. The design would allow a step change in journey time while using the existing infrastructure.

It was the result of 11 years of research and development when the first of three prototypes equipped to

carry passengers in revenue earning service emerged in 1978. It was made up of two six-car units with power cars marshalled in the middle of the train without a through corridor.

This was not the train formation planned for future operations, as production vehicles for squadron service were to be based on three articulated three-car elements, with a driving power car for traction and a driving van with auxiliary power supplies. It was expected that up to 70 sets would be in operation by 1985.

The three articulated sets would comprise: two First Opens sandwiching a First Class kitchen car with seating; two Standard Class opens sandwiching

a Standard Class buffet car with seating; and a set made up of three Standard Class opens. 156 First and 316 Standard Class seats were to be provided.

The trains were more expensive than the HST sets entering service at the time, being priced at £2 million (£11 million at current value) compared with £1.5 million for the diesels – but the traction cost per train was estimated to be 80p per mile for the APT compared

with £1.82 for HSTs.

Substantial revenue benefits were also forecast compared with the existing operations, as

journey time between London and Glasgow would be 4 hours 5 minutes for the APT running at 125mph. It was expected that the reduction in travelling time would win back up to 12% of business travel that had been lost to airline competition.

Confidence in the design remained high, as the first electric powered trains entered service with a plan to provide a diesel version using the same Paxman Ventura power unit used in the HST. So it was a major setback when investment to iron out the faults that had emerged during public

testing was not forthcoming.

Sadly it reflected Government views at the time that the railway was a low priority for funding, and so the three prototype trains were withdrawn in 1986. The technology was sold to Fiat, who subsequently provided the 'Pendolino' trains in service on the West Coast Main Line today.

## CLASS 93 PROJECT

The failure of the APT project left the West Coast Main Line without any comparable product to the 125mph High Speed Train formations operating on the East Coast, Great Western, and Midland Main Lines, although three HST sets with a spare power car were allocated for use on services between Euston and North Wales.

With the completion of East Coast electrification from King's Cross to Edinburgh in 1991, West Coast operations then lagged behind the service quality offered, as there had been no equipment upgrade since Glasgow electrification completed in 1974. As a result, when the sector organisation was created, the InterCity 250 project was developed.

The intended maximum speed was 155mph using a locomotive and DVT push-pull train similar to the Class 91 + Mk.4 vehicles on the East Coast – although until in-cab signalling was available, the speed would be limited to 125mph.

A Class 93 locomotive, developed from the Class 91 design, was proposed with coaching stock designated as Mk.5. BR issued a tender to construct the locomotives and rolling stock in March 1991, with delivery to allow services to commence in 1995. But once again the Government did not approve the expenditure of £380 million, preferring to concentrate available funds on the renewal of rolling stock in London and the South East.

## EMU RENEWAL

The 75mph Class 310 four-car sets introduced at the time the southern half of the WCML was electrified were based on an up to date integral design, but had slam doors. They were



Classes 81-85 were finally ousted by the mixed traffic Class 90s. When sectorisation came, No. 90003 was allocated to the InterCity fleet, and is pictured near Leighton Buzzard in March 1989 heading south for Euston.





Electrification north to Glasgow helped to 'flatten' the previously fearsome climbs of Shap and Beattock. This is No. 86222 in late-1980s InterCity livery, climbing up to Shap with a northbound working from Euston.

replaced on longer distance semi-fast operations radiating from Euston by 48 new 100mph Class 321/4 units, which were based on the Mk.3 coach and equipped with sliding doors. These were built by BREL at York during 1989/90.

The Class 304 vehicles built at Wolverton for the original local workings between Manchester/Liverpool and Crewe and in the West Midlands were replaced following a tendering process run by the Regional Railways sector in 1990. The successful bidder to construct 43 three-car 75mph units was Hunslet Transportation Limited, and its Class 323 vehicles remain in service today in the North West and Birmingham areas.

A drawback with the Class 321s was that power was limited to 1438hp and, as a result, they were replaced from 2005 with Class 350 Siemens-built units, which offer a traction output of 2000hp. The first tranche of these vehicles had been intended for South West Trains and so have dual AC/DC operation.

A total of 77 four-car sets have been provided in three sub-classes, which result in a variety of 2+2 and 3+2 seating. The earlier Class 350/1 type has been upgraded to run at 110mph, which improves pathing opportunities. To provide greater capacity, the fleet was enhanced by 10 further Class 350/3 110mph units in 2014.

### THE VIRGIN FRANCHISE AND ROUTE UPGRADE

The InterCity West Coast franchise commenced on March 9, 1997 for a 15-year period to March 31, 2012, with Virgin Trains taking over 48 train sets of push-pull Mk.2 and Mk.3 vehicles. Traction was made up of 35 Class 87, 15 Class 90, and 16 of the earlier Class 86 type plus the required DVTs. The High Speed Trains used to cover diagrams between Euston and North Wales were also retained.

A range of sleeping car services had been operated in the period since the route was electrified, but by 1997 only the Anglo-Scottish services remained, and these had absorbed the former operations between London King's Cross and Scotland that were withdrawn in 1988.

There had been a continued decline in use and, as a result, the services were not included in the Virgin franchise. They were instead transferred to Scotrail, as it was considered there would be more effective marketing that way. More recently, in 2015, a further devolution has taken place with the Caledonian Sleepers now run as a separate franchise to improve management focus on the operation.

The situation for daytime services was not much better and reached a nadir in 1988. In response to competition from airline shuttle services, BR thought that once the East

Coast route was electrified and the link via Carstairs to Glasgow was available, it would reduce the status of West Coast services by adding additional calling points so that some stopping services could be withdrawn to save money.

The requirement that the InterCity sector should operate without subsidy was also leading towards a decision to accept that to attract higher value business travel, trains using the 440-mile route from King's Cross to Glasgow Central via Edinburgh and Carstairs could be speeded up to provide a 4 hour 30 minute journey time.

In consequence, slower West Coast services covering only 401 miles

would cater for leisure market travel at lower fares, with the maximum speed reduced from 110mph to 100mph to lower traction current and maintenance costs. Loss making services north of Preston would then be transferred to Regional Railways and be eligible to receive subsidy.

In the event, though, a more positive plan emerged based on the InterCity 250 project. And although this was not authorised, it pointed the way to the future as privatisation removed the barriers to investment that BR had to deal with.

### RETURN OF TILT

When Virgin acquired the franchise,



The arrival of the Class 87 fleet pushed the Class 81-85s onto lesser duties, of which the '85s' were the last to go. Here No. 85011 leads classmate No. 85035 on parcels duties at Coventry in 1984.





Class 304 EMUs were replaced by Class 323s on suburban services around the North West and West Midlands. No. 323218 calls at Tame Bridge Parkway on July 19, 2008, with a service from Walsall to Birmingham New Street.



Class 310 EMUs were replaced on outer-suburban and semi-fast services by Class 321s, such as No. 321404 seen calling at Birmingham International on April 29, 2005 with a service to Euston via Northampton.



Following route modernisation and the introduction of 'Pendolinos' to main line services in the 2000s, Class 321s were replaced by Siemens-built Class 350 'Desiros', which have better acceleration and a higher top speed. This is No. 350120 approaching Rugeley from the south on September 26, 2008.

West Coast services were losing money and a subsidy of £77 million was paid in the first year of operations. But by 2002/3, it was anticipated that investment in a new train fleet would mean that a premium could be paid back, which progressively increased to £220 million by the end of the 15-year contract in 2011/12.

The ambition was that the best journey times of five hours between Euston and Glasgow would be reduced by an hour, with 40 minutes cut from timings between London and Manchester.

There was confidence that by the time new 140mph trainsets with tilt capability were available in 2002, the infrastructure-owner Railtrack would have upgraded the line with radio-based train control that would eliminate lineside signals.

It soon became clear though that the work priced at £2 billion was unrealistic. When Network Rail took over from Railtrack in 2002 there was a significant downgrade of the aspirations, with conventional signalling retained and maximum speed reduced to 125mph.

Any thought that the upgrade could be completed by 2002 was abandoned and the cost had spiralled out of control to reach £8.8 billion by the time the 'Very High Frequency' timetable was introduced in 2009.

This finally enabled the benefit of the Class 390 'Pendolino' trains to be exploited, with 11 services per hour operating at peak times. The new timetable reduced the journey time between London and Glasgow to 4 hours 10 minutes, while three trains per hour were provided between London and Manchester with a running time of 2 hours 10 minutes.

The introduction of the '390s' was achieved on time, with Alstom supplying 53 train sets from July 2002 – although one of these units was later written off following the Grayrigg accident on February 23, 2007.

From 2004, 'Pendolino' sets were used on the North Wales Coast Line with diesel haulage by Class 57/3 locomotives adapted with Dellner couplings and compatible electrical systems. But when the CrossCountry franchise was respecified in 2007,

Class 221 'Super Voyager' units with tilt capability were allocated for use on the services.

This was a complex remapping process, as the former CrossCountry Birmingham-Edinburgh service was transferred to West Coast, and a regular interval service adopted for operations between London and North Wales. As a result, 21 'Super Voyager' trainsets were transferred from the original CrossCountry fleet to provide the necessary rolling stock.

Traffic growth resulted in an order sponsored by the Department for Transport for four new 11-car 'Pendolino' sets and 62 additional coaches for delivery in 2012 to lengthen 31 of the existing trains from 9 to 11 coaches, leaving 21 sets running in nine-car formations.

This decision was contrary to the opinion of Virgin Trains, which had sought sufficient vehicles to allow all 'Pendolino' trainsets to have 11-car capacity to prevent overcrowding and customer service issues when short notice diagram changes were made.

## FRANCHISE RENEWAL

The delay to the infrastructure upgrade caused the original franchise contract to be rewritten on a number of occasions, but the Government intended to run a new competition at the end of the original 15-year term in 2012.

The Invitation to Tender was considered a disappointment, as there was little flexibility for bidders to change the use of rolling stock and little encouragement to develop a 15-year vision of how the route might be transformed by investment. West Coast stations are amongst the poorest in terms of national passenger survey ratings and, despite spending £9 billion on an operational upgrade, little was done to improve the passenger experience at these locations.

The date set for the start of the new contract was December 8, 2012 after Virgin had been granted a short term extension of eight months for which a premium of £103 million was paid. When the competition winner was announced, it was First Group that had



While many freight services are now diesel-hauled 'under the wires', Freightliner uses pairs of Class 86/6s on its container trains to and from Willesden and beyond to Ipswich (for Felixstowe). Nos. 86607 and 86627 head a lightly loaded intermodal train south at South Kenton on September 9, 2004.



been chosen, which prompted a legal appeal from Virgin. This revealed that mistakes had been made in financial calculations that discriminated against Virgin Trains. As a result, Virgin continued to operate the services.

Subsequently it was judged that expertise held by the Department for Transport was insufficient to specify and award franchises as intended, and contracts that then were due to expire were extended until management processes were improved. For Virgin Trains, this meant a revised contract was put in place in March 2013 to run until April 2018.

## COMMUTER AND FREIGHT SERVICES

Silverlink, a National Express franchise, was established in 1997 to take over Euston commuter services while the Birmingham area operations that were part of the Centro network became a part of Central Trains, which was also operated by National Express.

Changes were required with the speed-up of Virgin services that led to a reduced stopping pattern, and so Govia's London Midland franchise began operations in November 2007 with an expanded network offering semi-fast services using the enhanced Trent Valley infrastructure to reach Stoke-on-Trent, Crewe and Liverpool. This London Midland franchise has recently been extended, with the contract now running until October 2017.

When first electrified, most freight movements on the West Coast route comprised of wagon load operations, which disappeared from the network after the withdrawal of Speedlink services in 1991 – although a small number of residual workings continued until the Dover train ferry was abandoned in 1995. Thereafter operations were confined to inter-modal and bulk trainloads, including motor vehicle distribution.

Railfreight declined immediately prior to privatisation as the Government wanted to maximise the financial performance, leaving essentially a handful of Freightliner and automotive services. But once transferred to the private sector,



For the end of loco-hauled operations, Virgin repainted some of its Class 87 fleet in special liveries – including No. 87012 in Network Southeast (and 'Back the Bid' wording for the London 2012 Olympic Games). It is seen at Headstone Lane, north London, heading the 13.30 Euston to Birmingham New Street on March 19, 2005.

EWS and Freightliner pursued market growth. As a result, the current demand for paths has brought about a need for investment in greater capacity at locations such as Nuneaton.

In terms of volume, freight traffic over 24 hours at Rugby in 1988 amounted to 32 down workings, of which 12 were soon to be withdrawn Speedlink services. Today there are up to 46 scheduled trains, which are dominated by container flows. Royal Mail workings continue using Class 325 postal units, although these operations are greatly reduced compared to earlier years.

A study of current day working shows how few freight trains are hauled by electric traction now, with operators preferring to use Class 66 or Class 70 diesels for most diagrams to prevent a change of traction to reach terminals beyond the electrified network. Where electric power is rostered, Freightliner allocates a pair

of Class 86/6s and DB Schenker one or two Class 90s.

## LATEST HS2 PLAN

The Government's latest spending plans outlined in November 2015 confirm investment in the full HS2 route to Birmingham, Leeds, and Manchester. Phase 1, which will serve Birmingham, will be completed in 2026 and an accelerated Phase

2a will see early construction of a 43-mile section of route to reach Crewe in 2027 with the Manchester link opening in 2033.

As the HS2 plan has matured, there is a greater realisation that the route should be an integral part of the national network. The decision to provide a hub station at Crewe will reduce journey times to and from London by 35 minutes as a result of 225mph running, which will be reflected in improved timings for trains using the existing infrastructure to reach Liverpool,

Manchester, and Glasgow.

For the latter destination, there is the issue that as the trains built for HS2 will not have tilt capability, the journey time between Crewe and Glasgow will be 11 minutes slower and pathing problems are likely to emerge given the use of the route by trains running at the maximum line speed of 125mph with tilt capability.

There continues to be concern at Euston about future capacity for current national network services, especially given longer distance commuting growth and the success of London Underground. The suggestion that trains could terminate at Queens Park to allow interchange with the London Underground is unlikely to be a viable solution.

More contentious is the rejection of a link between HS1 and HS2 to allow through operations from the Continent to destinations beyond London, and the lack of a station at Heathrow Airport where the business case is poor, as it is suggested that airport traffic would amount to only 2% of passengers. **B**

**"Most freight trains are now hauled by Class 66 or 70 diesels"**



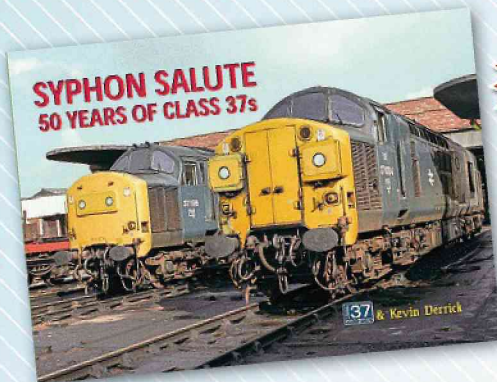
The success of Virgin Trains in building up business on the WCML has led to the 'Pendolino' fleet being enlarged and lengthened. This is No. 390124 being increased in length from nine to 11 cars at Longsight depot, Manchester on June 27, 2012.



Class 390 'Pendolinos' marked a significant change of WCML express services from 2002, doing away with loco-hauled operations. This unidentified nine-car is pictured passing South Kenton on July 12, 2005 with the 17.18 Euston to Liverpool Lime Street.



# Strathwood

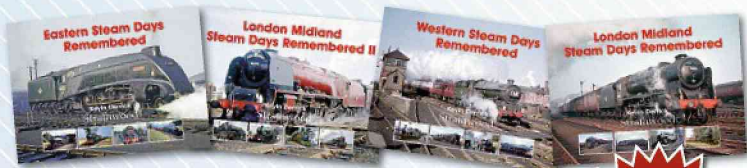


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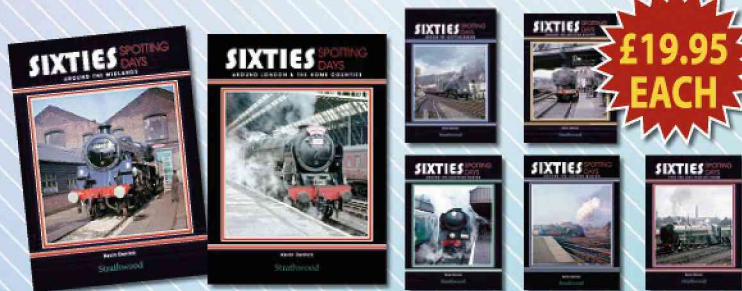


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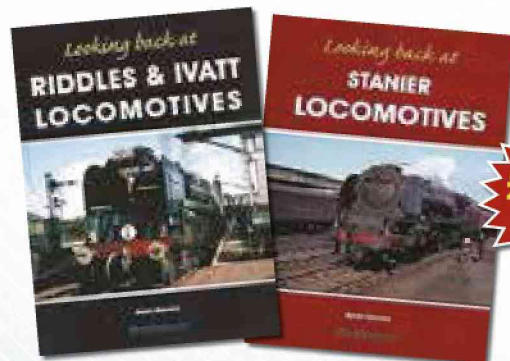


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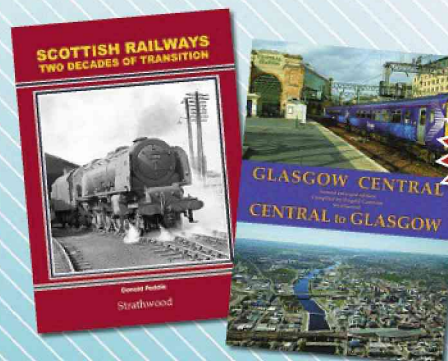


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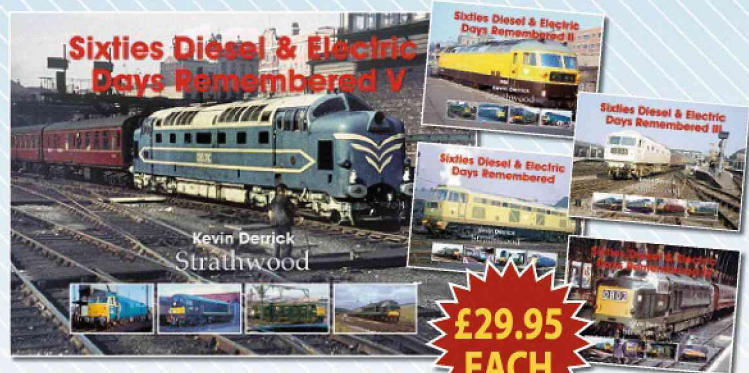
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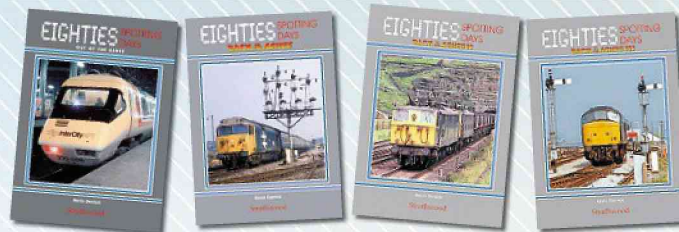
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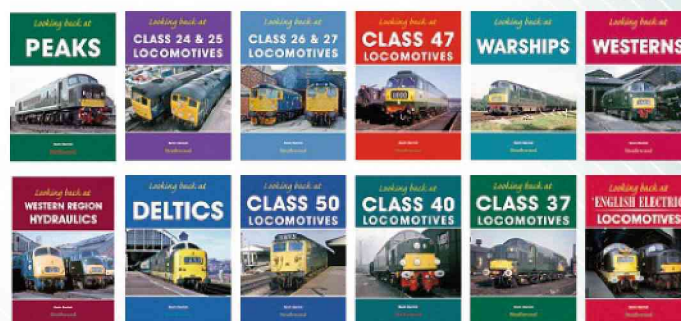


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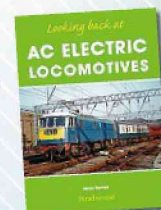
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# 0 to 60!

Just how nimble are today's locos and units, and what's the quickest off the mark?

After previous runs with Classes 380 and 334, **Neville Hill** stays in Scotland enjoying loco haulage behind a Class 68 bound for the Fife Circle.


**M**ORE powerful and sure-footed than a 'Deltic', the 3800 horsepower Vossloh Class 68s are making their impact on the British traction scene. As for the Fife commuters to and from Edinburgh, they must rate as the luckiest in Britain, with a choice of two Mk.2 trains headed with such motive power.

The locos might have a Caterpillar engine, but they take off like a butterfly and, although they do not sting like a bee, they certainly growl like a bear. These locomotives sound the part – quite the opposite of the whispering, but perfectly capable, Class 67s they replaced. Chiltern Class 68 drivers seem to move off slowly and apply more power only after 10-15secs, but ScotRail's initial accelerations seem bolder.

## DAMP CONDITIONS

It was a murky night in 'Auld Reekie' with far from favourable adhesion conditions for my timed run, but the train raced away through the lower speed ranges to reach 60mph in 0.77miles and just 79.02 seconds. *Rail Express'* editor has recorded a couple of trips in daylight and better weather, but this late-autumn trip managed very similar times despite its disadvantage.

Power was eased approaching the short-formation's 80mph braking-capability limit, before an understandably cautious and potentially slithering approach to South Gyle, where more than 100 passengers furled their umbrellas and hurried on board.

A couple of comparable runs that I timed with Class 67s took nearer 100sec and 1.2 miles to reach 60mph, but a March 2014 run with No. 67022 took just eight seconds longer to South Gyle after what I deemed 'a confident stop'. 

0-60 time	79 seconds
RE FACTOR**	9999
COMMENT	A 'valiant' effort

**Note:** \*\*The RE (Rail Express) Factor provides a weighted comparison of performance, taking into account time, load and rated horsepower. A higher score is better.

## HAYMARKET TO SOUTH GYLE

Loco	68007
Vehicles/tare/gross tonnes	6/200/215
Train	17.08 Edinburgh-Glenrothes
Date	November 3, 2015
Recorder/Position	Neville Hill/2nd of 7

Miles	Timing Point	Sch.	M. S.	M.P.H.
0.00	HAYMARKET d.	0	0 00	1½L
0.02			0 14	10
0.05			0 20	20
0.11			0 28	30
0.23			0 41	40
0.45			0 58	50
0.77			1 19	60
1.30			1 48	70/78
3.35	South Gyle a.	4½	4 21	

Notes: Timed to 1/100th of a second and rounded to nearest full second.

## TIMES AND SCORES SUMMARY

Rank	No.	0 to 60 time (secs)	RE Factor**	Location	Issue	Notes
1.	380022	39	12939	South from Troon	Nov. 2015	Fastest EMU
2.	357017+357033	50	15673	East from West Ham	May. 2014	
3.	323224	51	14658	SW from Chelford	Aug. 2014	
4.	350403	54	12294	Nth/Sth from Lockerbie	Nov. 2014	
5.	365529	56	17515	South from Watlington	Jan. 2015	
6.	387111	56	14137	Nth/Sth from Harlington	Jul. 2015	
7.	222020	59	11181	West from Long Eaton	Aug. 2015	Fastest DMU
8.	334021+334029	60	14687	East from Blackridge	Jan. 2016	
9.	333013	63	15755	North from Steeton	May 2015	
10.	185113	68	11088	Nth from Northallerton	Oct. 2014	
11.	375606	70	12715	North from Wye	Jul. 2014	
12.	68007	79	9999	West from Haymarket	Feb. 2016	NEW fastest diesel loco
13.	180110	83	8514	North from Grantham	Jan. 2014	
14.	90002	87	10376	South from Diss	Jun. 2015	Fastest electric loco
15.	220007	94	7610	East from Taunton	Apr. 2014	
16.	43285 / 43321	96	9050	South from Burton	Jan. 2014	HST
17.	158860	98	11630	West from Brough	Mar. 2015	
18.	166205	102	11391	West from Tilehurst	Mar. 2014	
19.	168003	103	10640	Sth from High Wycombe	Jun. 2014	
20.	91125	108	7806	Nth from Northallerton	Dec. 2014	
21.	170114	114	9878	South from Burton	Sep. 2015	
22.	66184	148	10122	SW from Highbridge	Oct. 2015	
23.	153369	156	10144	East from Newton Abbot	Feb. 2015	
24.	D1015	174	10110	South from Banbury	Jul. 2014	
25.	67006	179	8030	North from Tamworth	Feb. 2014	
26.	40145	325	9430	South from Darlington	Jan. 2015	

## CAMERA PHONE PHOTOGRAPHY

Think you can do better? If you've taken something newsworthy, artistic or technically interesting on a mobile device, send it in to [railexpresseditor@mortons.co.uk](mailto:railexpresseditor@mortons.co.uk) and we'll pay our normal rates for any used in the magazine.



**SAMSUNG GALAXY S3:** The Fife loco-hauled trains are popular with enthusiasts – this one hauled by No. 68005 *Defiant* on September 3, 2015 attracting a small gallery as it called at Inverkeithing with the 2L69/17.20 Edinburgh to Cardenden.



# It's your turn son

Derby  
**DY**

While some drivers were happy to let a trainman have a go, **Tim Helme** finds it was not always for noble reasons.

**I**T WAS Panic who set the benchmark for train handling skills. Panic was the wrong name for him really, because if he was any more laid-back, he would be dead! But I think he earned his nickname for the effect he had on people around him.

All week he would be driving a HST to Leicester and back under instruction, and on the final day he had an inspector riding with him. Panic was his usual self, totally relaxed and chilled out at the controls, whilst the inspector was seated on the edge of his chair.

They were battling along nicely at 100mph, when Panic received the AWS warning for two yellows. The next signal was clearly one yellow, but Panic made no attempt to shut off and start braking.

The inspector quite rightly queried this rather unorthodox driving technique, only to receive Panic's laid-back response: "Oh don't worry about it, the signalman always pulls off here... he has done all week anyway."

This time the inspector really did scream! I think it was at this point when Panic suddenly became the top candidate to replace Iguana Eye in the stores.

## Carefree approach

Some drivers jealously guarded the driving seat, others were more than happy to let a young trainman take the controls.

I always admired Noddy's carefree approach, because whatever job or train

**Old stalwart shunter No. 08899 looks a little ghostly after countless trips through the wash plant in June 1987. Amazingly, it still haunts Derby today after all the trainmen have long gone.**  
Philip Helme.



we were on, he would usher me into the chair straight away. He was more than happy to let you get on with it whilst he got comfortable in the secondman's seat. Within seconds, he would have his shoes off, legs propped on the hotplate and stocking feet firmly planted in the windscreen. At first I thought he was studying a crack in the cab roof, because his head was tilted at the precise angle – until I heard him snore!

At least it was not as bad as sharing a cab with The Ventriloquist. This driver could mimic the cab phone or speed sensor warning perfectly, and if he let someone drive they would be constantly

**"At first I thought he was studying a crack in the cab roof – until I heard him snore!"**

resetting the deadman's pedal for no reason, or answering a fictitious phone call, whilst he chuckled away to himself.

## End of an era

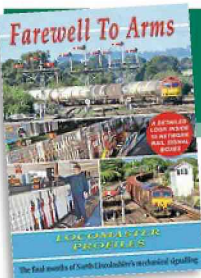
There were many days full of laughter and light-heartedness, and there were some tough times when the industry was in self-destruct mode, but such is life.

British Rail London Midland Region ceased to exist on February 5, 1992.

The remaining buildings of No. 4 Shed were demolished that same year, and the grade of trainman became obsolete in 1994.

Those last few years of British Rail really were the last gasp of the old-style railway, and I was glad to have played a small part in it. **E**

■ **Next month:** A jump back to the early days of training, and the infamous buckeye lift test.



## Farewell to Arms The final months of North Lincolnshire's mechanical signalling

A DVD by Locomaster Profiles  
Published by Locomaster Profiles  
[www.locomaster.co.uk](http://www.locomaster.co.uk)  
110 minutes, 16:9 widescreen format. £19.95 inc. postage

A VERY timely launch to coincide with the disappearance of the mechanical signalling in North Lincolnshire between Scunthorpe and Cleethorpes – one of the last major sections of semaphore signalling in this country, which was swept away over Christmas.

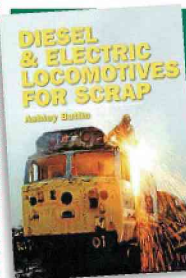
Filmed with full cooperation from Network Rail and its signalling staff, the DVD offers great coverage of more than a dozen boxes along the various routes, some with in-depth filming both inside and out, and with the signallers at work.

Modernisation of the signalling marks the end of an era in this part of the world that dates back to the

golden age of railways. It is perhaps more surprising it has taken this long, given that Immingham is one of the busiest ports for railfreight, and the signallers are kept busy all day long. Indeed one of the boxes, Immingham Reception, includes the last surviving Great Central fitted slide frame.

The DVD is not just about the signalling but the trains too, and there is a regular procession of passing passenger and freight services – with details of each and how the signallers deal with their safe operation.

Overall, it's a fascinating look at what will be a much-missed operation in this part of the world.



## Diesel & Electric Locomotives For Scrap

By Ashley Butlin  
Published by Ian Allan  
[www.ianallanpublishing.co.uk](http://www.ianallanpublishing.co.uk)  
240 pages, mono and colour pics, 292x210mm, hardback. £35.00

IN essence this book is a listing of when and where BR locos were scrapped, but it is much more than simply just that. Being a comprehensive survey in a single volume of every diesel and electric loco from the start of BR in 1948 to the present day, the book is backed up with the dates when each entered service and, where relevant, was withdrawn and scrapped – accompanied by a great selection of images.

The author is a respected railway writer and journalist, with many useful books to his name already, who over the years has built up unrivalled contacts with scrap dealers that have allowed complete records to be obtained.

Each class of loco is given a small potted history, then a listing of numbers and dates, plus numerous pictures taken at the relevant scrapyards with detailed captions. It is worth repeating the listings include locos still in service, adding to its value as a work of reference that can be updated as and when necessary.

Pre-TOPS locos, manufacturers' prototypes, and departmental locos are also included for completeness, as is a full listing of all ex-BR locos currently in preservation. Finally there's a very useful chart summarising the numbers of each class scrapped in the years from 1939 through to 2015.



**Got something to review?** Send any books, DVDs or other items to the editor at: *Rail Express*, Media Centre, Morton Way, Horncastle, Lincolnshire LN9 6JR



## Express Mailbag

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## WAVERLEY ROUTE LOCOS

AFTER DRS No. 37667 became the first loco to have worked on the old Waverley Route and the reopened Borders Railway section (Headline News, December issue), here is a list of other surviving locos known to have worked over the line before it closed in January 1969.

**No. D9000 (55022)** worked the 1A38/14.00 King's Cross to Edinburgh, 'The Heart of Midlothian' via Leeds, Carlisle and Hawick on July 31, 1967, due to the derailment of DP2 blocking the East Coast Main Line north of York. The RCTS publication *The Railway Observer* also lists No. D9000 being taken off the down 'Flying Scotsman' immediately on arrival at Waverley to work the 16.10 Edinburgh-

Hawick on September 21, 1968.

**No. D1971 (47790)** is pictured working north at Hawick on the website [www.class47.co.uk](http://www.class47.co.uk).

**No. D1972 (47854)** was part of the Haymarket allocation and therefore likely to have worked the Waverley Route.

**No. D1973 (47270)** worked the 'Grand Scottish Tour No. 1' from Edinburgh to Carlisle on March 25, 1967.

**No. D1976 (47826)** was again part of the Haymarket allocation and therefore likely to have worked the Waverley Route.

**Andrew Cameron**  
By email

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HEADLINE NEWS

## Returning Class 37 makes Borders Railway history



## 2-HAP PROGRESS

I THOUGHT I would drop you an email to say thank you for the coverage of our project in the recent issue of *Rail Express* (page 91, December issue).

However, the best views are actually on the side away from the public and I thought you may like to see what we found – a BR Crest!

I feel that EMU preservation needs as much help as possible, so any support will be much appreciated.

**Paul Colbeck**

[www.projectcommuter.org.uk](http://www.projectcommuter.org.uk)



## SCOTTISH LOADHAUL 'SYPHON' QUERY

THANK you the article in *Rail Express Modeller* (January issue) by David Ratcliffe covering private owner side tipper wagons. As a resident of Montrose, and knowing how much of a niche subject these wagons are, it meant a lot to me having such a subject published.

I am wondering, though, if anyone can help me with something related. A friend of mine is modelling the PT005A Thompson Mag lime tippers in 'OO' for me, and I am hoping to identify a Loadhaul-liveried Class 37 that appeared in Montrose in the late 1990s.

Sadly I did not get the number of the loco, and was hoping someone out there might have noted it?

**Roy Bradley**  
Montrose

## POLITICAL INTERFERENCE IN NAMINGS IS 'ANNOYING'

AS WE are all aware, the railways have been starved of investment for many years – hence the reason behind the sell-off in the 1990s, because the Government did not want to invest in one of our vital services, akin to our utility bills.

The railways have also always been, and still are, a punch bag from the media in general. Yet whenever a new rail line is opened, or a locomotive is to be named, the first port of call is to a member of the government to do the honour of 'cutting the ribbon'.

That really annoys me. In my opinion the honour of carrying out such a duty should be given to a more worthy person – such as an actor; charity workers; people who save our lives; or even

anyone within the rail industry.

But inviting a member of the government to do the honour is like letting an unwelcome person take everything from our house and then ask them to come to a birthday party to celebrate!

**Dennis Price**  
Maesteg

■ Please find attached a photo of Southern electro-diesel loco No. 73202, which was named *Graham Stenning* on December 11.

Graham was a very well respected apprentice trainer and instructor for Southern and BR/Connex, before that being a fitter at what is now Battersea Gatwick express T&RSM.



He died after an illness in May 2015. The nameplate was unveiled by his niece and nephew and his immediate family at Brighton T&RSM. His work

college Peter Worsfold also gave a small speech.

**Colin Smith**  
Gosport

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ON THE GO!



**MARYLEBONE GREEN:** A flashback to Marylebone in February 1986, two months before the station's closure threat was lifted, finds shunter No. 08556 stabled with ex-Class 15 No. ADB 968000. The former No. D8243 had been converted to a carriage heating unit and was allocated to Marylebone for warming the stock of steam specials using the London terminus in the 1980s. The Class 15 was withdrawn from regular service in 1969, but survived in departmental use until 1989 and was finally cut at Vic Berry's scrapyard, Leicester, in February 1991. Note the station's still steam age atmosphere compared to today, and the Vauxhall Chevette estate car parked where there are now two more platforms. DC Collection



## YEARS AGO... 50 FEBRUARY 1966

### ■ BLUE PULLMAN FOOTEXS: Cup tie

football specials formed of a Western diesel Pullman set included one from Walsall to Norwich Thorpe on February 12, followed on March 5 by one from Coventry to Liverpool Lime Street. The Norwich trip was the first visit of the type there, and hire of the eight-coach train was said to cost £1200.

■ **CAMBRIAN SINGLED:** The last remaining sections of double track between Shrewsbury and Aberystwyth were singled, these being the four-and-a-half miles from Welshpool to Forden and the mile out of Aberystwyth to Llanbadarn Crossing. These changes made the 115 miles from Shrewsbury to Pwllheli the longest section of single track route on the London Midland Region.

## YEARS AGO... 40 FEBRUARY 1976

### ■ SCOTTISH SCRAPPERS GO SOUTH: Withdrawn

Class 24s from the Scottish Region began arriving at Doncaster Works for breaking up. On February 1, Nos. 24003, 24018 and 24096 were seen in the Chief Civil Engineer's depot adjacent to the loco shed, and three weeks later they had been joined by Nos. 24008, 24070, 24095 and 24098. Nos. 24101 and 24132 were already in the works awaiting their fate.

■ **DMUs GO TOO:** Other ex-Scottish stock on the Eastern Region were the Swindon-built DMUs that had recently been displaced from Glasgow-Edinburgh shuttles. They were noted at Ely on their way to Kings Scrapyard in Wymondham, Norfolk.

## YEARS AGO... 30 FEBRUARY 1986

### ■ NEW ELECTRIC LOCOS: A contract

for 31 Class 91 electric locos worth £35 million was awarded to GEC

Transportation Projects. The deal included an option to order 25 more during 1988. The overall design and that of the electrical and control systems was developed by GEC, while the mechanical parts and final assembly was contracted to British Rail Engineering Limited (BREL). No. 91001 entered service in March

1989. Meanwhile 29 Class 87/2s costing more than £29 million were ordered from BREL for the West Coast Main Line, with an option to buy 31 more in 1987. The locos, which were redesignated Class 90 before entering service in July 1988, were ordered to replace the ageing Classes 81-85.

## YEARS AGO... 20 FEBRUARY 1996

### ■ BR BREAK-UP BEGINS: The

time of 02.00 on February 4, was the moment when the nationalised railway, formed at

the start of 1948, began to be broken up as Stagecoach Holdings took over South West Trains and Great Western Holdings took charge of routes out of Paddington. LTS Rail was due to be handed over at the same time, but this was delayed while an allegation of ticket fraud was investigated.

The official handover ceremony took place on February 5, when transport secretary Sir George Young arrived at Waterloo in the cab of GW HST power car No. 43185, which had been repainted and named *Great Western* at Plymouth's Laira depot specially for the occasion.

## YEARS AGO... 10 FEBRUARY 2006

### ■ FAMOUS WORKS NO MORE: Derby

Locomotive Works, one of the largest and most important in the steam and diesel eras, was demolished during January and February to clear the site for redevelopment.

The eight-bay structure dated from the 1890s and once formed the core of the extensive Derby Works site, of which the 1839-built ex-North Midland Railway roundhouse and two relatively small adjoining workshops remain amid modern business units known as Pride Park. The loco works was latterly owned by Bombardier Transportation for its bogie and signalling divisions, the

company still having a presence in the city with its factory on nearby Litchurch Lane. Derby was one of the first plants in Britain to mass-produce diesels, turning out the first of about 1000 in 1934, and leaving its mark on history with the prototype LMS Co-Cos Nos. 10000 and 10001 in the late 1940s. It was also the birthplace of many Type 4 'Peaks' and Type 2 Bo-Bos.



The works being flattened on February 3, 2006. Nick Pigott



# Metropolitan Line extension to Watford Junction finally approved


AFTER several years of planning and negotiations, the Metropolitan Line extension project to Watford Junction at last has the green light.

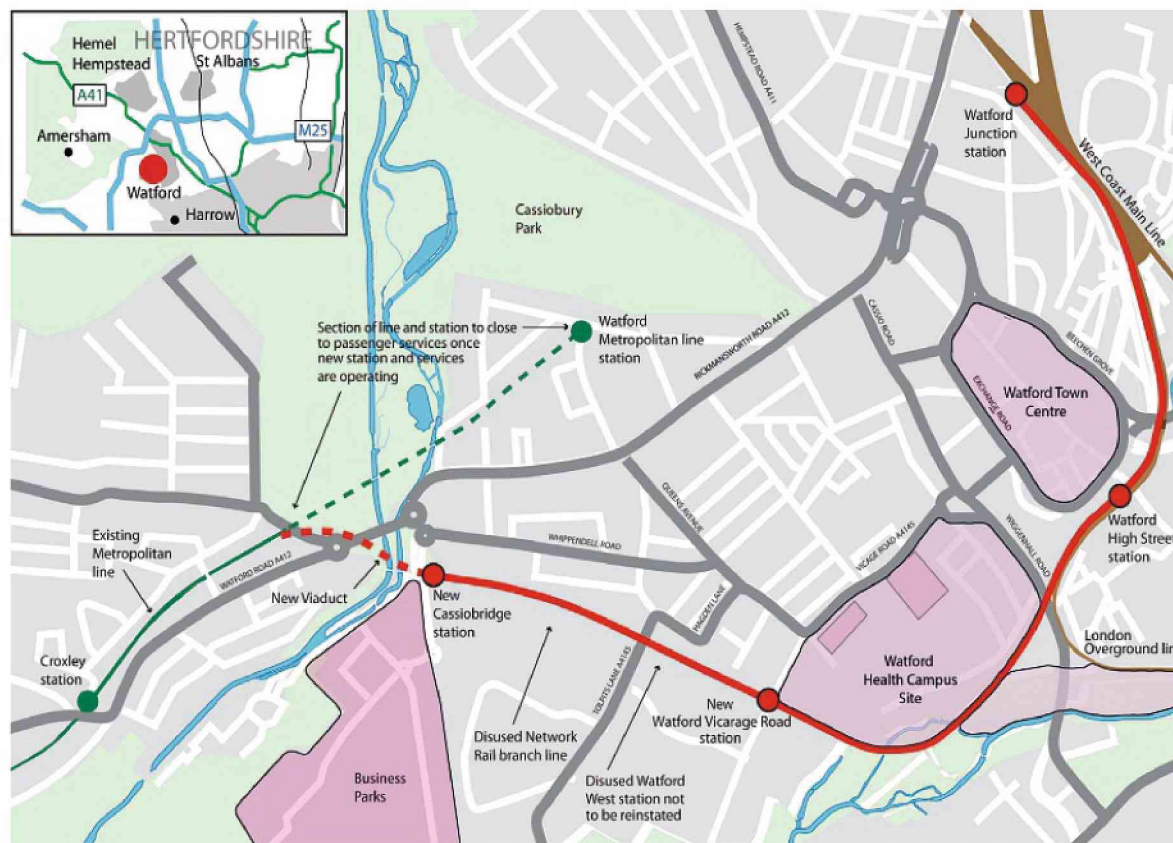
The final hurdle of a funding shortfall of £49 million has been overcome, with TfL adding to the £110 million from the DfT and £125 million from local funding. It should be noted, however, that construction costs, currently estimated to be £284.4 million, are in stark contrast to the £65 million forecast to build the extension back in 2005.

A new 400 metre viaduct over the A412 Watford Road dual carriageway and the Grand Union Canal will be constructed as part of the works.

Two new stations at Cassiobridge and Watford Vicarage Road will also be built on the route that was previously one of the branches of the Watford and Rickmansworth Railway.

The Metropolitan Line currently has a complement of 58 eight-car 'S' Stock units, but the extension will require an additional train. Instead of being a new 'S8', however, it is believed that 'S7' unit Nos. 21327-21328, which currently uses vehicle No. 23586 as its eighth car, will become a permanent feature on the line.

Construction work will commence this year, with the long-anticipated extension being completed in 2020. 



## NEW LU TRACK MACHINES:

London Underground has taken delivery of two new points and crossings tampers made by Matisa in Switzerland. The type B45UE machines were ordered in 2013 as part of a programme to upgrade and modernise LU's civil engineering activities at a cost of £7 million. They were delivered by road to Ruislip depot in West London in early December. They are Nos. TMM 775 (pictured at Ruislip on December 9) and 776, but also carry Euro Vehicle numbers, Nos. 99 70 9128 003-9 and 99 70 9128 004-7 respectively, so they can travel on Network Rail metals. They were due to enter service from January on surface and sub-surface lines, but cannot be used in deep tunnel sections. Two rail-mounted cranes and eight tilt-deck wagons have also been ordered from German firm Kirow for delivery by October 2017. Keith Fender

## Daily usage records broken again and again

DURING November and December, Transport for London announced that passenger records had been broken repeatedly.

The previous record was 4.734 million, set on November 28, 2014. However on October 9, 2015, 4.735 million passengers used the Underground, and this figure was surpassed on December 4, when 4.821 million passengers used the network.

That same week also witnessed 28.69 million journeys being made, beating the previous record of 28.61 million journeys made during the last week of October.

TfL says that 18 of the top 20 busiest days ever recorded on the Tube network were made in 2015, but it expected the record to be beaten again when figures are released for the end of 2015.

## Wi-fi available at 250 LU stations

Wi-Fi has now been installed at the vast majority of Underground stations across the network. The 100 stations most recently added to the list are those located towards the extremities of the lines across the network.

With connectivity of 100Mbps now installed at 250 stations, usability has increased measurably since the first wi-fi network was installed in 2012.

- Passengers should have connectivity

between the ticket hall and platforms.

In the past year alone, usage has increased by almost 700% – from 3TB of data to 20TB of data traffic every day.

The wi-fi is provided by Virgin Media, but customers of most other mobile service providers can access free travel information, including live service updates and TfL's journey planner.



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Left: The new year got off to a good start with Heljan announcing its intention to produce the Class 07 in 'OO' gauge for release in 2017. Best remembered for their time based at Southampton Docks and Eastleigh, the Ruston & Hornsby-built shunters have remained popular thanks to their exploits in industrial use and preservation. On June 25, 1977, No. 07011 could be found at work in Southampton Docks shunting pre-Nationalisation design parcels stock. Rail Photoprints/Graham Smith

Below: This month's main feature takes a look at the 'OO' gauge layout Georgemas Junction. A largely faithful recreation of the Far North station, it is one of comparatively few D&E layouts to be based on a real location. On August 7, 2000, No. 158712 has arrived back at Georgemas Junction having already visited Thurso with the 12.10 Wick to Inverness. A near four-hour journey to Inverness still lay ahead for the crew and passengers. Martin Loader

## Editor's comment



**Simon Bendall**  
Rail Express  
Modeller  
editor

2016 should be a year of some significance in the model railway world with such releases as the Dapol Class 68 and 7mm Class 08, Rapido APT-E, Revolution Trains 'Pendolino' and TEA, Hornby Class 71 as well as, hopefully, Bachmann Mk.2f coaches to look forward to. There are also some notable anniversaries on the horizon, including 30 years since the launch of Network SouthEast, 40 years of the InterCity 125s entering passenger service and, most significantly, BR blue notches up its 50th year.

This issue contains full details of the *Rail Express* Diesel & Electric Show, which is taking place at the Telford International Centre on February 20-21. A strong line-up of layouts has been assembled along with demos, traders and other displays. Hopefully, many readers will come along and enjoy this all D&E event!

## EXPRESS RATING

A breakdown of our Express rating system	✓✓✓✓✓ good
✓✓✓✓✓ poor	✓✓✓✓✓ excellent
✓✓✓✓✓ average	✓✓✓✓✓ outstanding

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### 7 Newsdesk: Latest developments

Just a few weeks into 2016 and the new announcements have begun with Heljan unveiling the Class 07 shunter. Meanwhile, Murphy Models has set out its 4mm plans for the year, including the 121 Class GMs.

### 10 Layout: Georgemas Junction

The turn of this century saw the Far North line become an unlikely freight hotspot, much of this centred on Georgemas Junction. George Woodcock describes his layout and the many freight flows portrayed.

### 21 Diesel & Electric Show preview

February 20-21 will see *Rail Express* stage its first model railway exhibition since 1997 in Telford, this focusing entirely on the diesel and electric era. The many attractions on show are detailed in full here.

### 24 Exhibition diary

February is a busy time for shows with the twin attractions of Stafford and Model Rail Scotland both taking place. Always featuring strong D&E line-ups, both are previewed alongside the usual diary dates.

### 26 Reviews: Malcolm Class 08

Due to be released at Model Rail Scotland is a limited-edition Bachmann Class 08, this depicting one of the Malcolm shunters used at Daventry. Commissioned by the AMRSS, the model is profiled in detail.

### 30 Reviews: Heljan Class 27

Heljan has released another batch of 4mm scale Class 27s, including a rather oddball economy green machine that is reviewed here. There's also a round-up of other recent book and model releases.

### 31 Reviews: Rumney Models

The highly detailed 4mm scale etched chassis kits produced by Rumney Models can transform the look of wagons if you are prepared to put the time in. One of the mineral wagon kits is tackled here.

### 33 Reviews: Farish pipe wagons

The latest Bachmann wagon to be scaled down to 'N' gauge and join the Graham Farish range is the BR 12t pipe wagon. Available in both bauxite and engineers' olive green, we take a look at this useful model.





# 50th Anniversary Show

## Model Rail Scotland

The Association of Model Railway Societies in Scotland

### SECC Glasgow 2016

Fri 26th, Sat 27th and Sun 28th February

50+ LAYOUTS FREE EXHIBITION GUIDE 150 EXHIBITOR STANDS

GAUGE SOCIETIES DEMONSTRATIONS



**Admission Prices: (at the door): Adult £12 + Guide FOC Child £6  
Family (2+2x1 day) £27 + Guide FOC.**

Advance Ticket Prices: Adult £11 + Guide FOC Child £5 Family (2+2x1 day) £26 + Guide FOC.  
Advance ticket holder can enter 30 minutes prior to official opening times.

Tickets may be bought at the show or in advance by visiting our website [www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk).

To purchase advance tickets by post, please forward a cheque or postal order made payable to 'AMRSS' together with a self addressed stamped envelope, to arrive no later than 15th February 2016.

AMRSS, PO Box 9117, Shotts, ML7 9AF.





# Murphy Models confirms 121 Class

Production of the Irish Rail single-cab General Motors diesels is to go ahead.

NEW Year's Day brought the news that modellers of the Irish Rail system have long been waiting for as Murphy Models announced that it will produce the 121 Class diesels in 'OO' gauge.

In demand ever since the company first released its 141/181 Class models some years ago, the earlier single-cab design will now be given the same high quality treatment.

Introduced from 1961, the success of the 15-strong class saw General Motors achieve total dominance in providing locomotives to Irish Rail with the last two examples being withdrawn from traffic in 2008. With design work already underway, Murphy Models hopes to release the first two liveries this Christmas, which will be as delivered CIE grey/yellow and IE orange/black with white lining. The remaining intermediate liveries are all due to follow during mid-late 2017. Due to exchange rate volatility, an expected retail price will be given at a later date.



Irish Rail's Nos. 124 and 122 betray their American 'switcher' origins as they wait to depart Limerick on September 13, 1986. The duo were bound for Dublin Connolly with the 'Eireann Explorer' railtour, which was jointly organised by F&W Railtours and Hertfordshire Railtours. Rail Photoprints/Bert Wynn

## Enterprise updated

Also on the production schedule is a further run of the 201 Class in the latest incarnation of the cross-border Enterprise livery. Due to be limited in number, models will be produced in both the interim silver and black

unbranded livery along with the full scheme with purple and red swooshes.

On the coaching stock front, a new batch of Mk.2 air-conditioned coaches will arrive in the summer, these sporting a corrected version of the Supertrain livery with new running

numbers after the initial run was rather spoiled by the use of inaccurate paint shades in China.

Lastly, the Cravens buffet car will also get a second release as No. 1509 following much demand. [www.murphymodels.com](http://www.murphymodels.com)

## New 'super' Class 24 goes on general sale

THE new 'OO' gauge Class 24 produced by Rail Exclusive offshoot Sutton's Locomotive Works has now gone on general sale, having initially been restricted to previous purchasers of its limited editions. The all new Type 2 model is only available from the company and aims to set new levels of detail.

The two initial releases are pioneer No. D5000 in as delivered all-over BR green with waist stripe, this sporting all the correct detail features such as extra bodyside grilles and correct pattern axleboxes. Joining it is No. 24081 in BR blue, which was the last to be withdrawn.

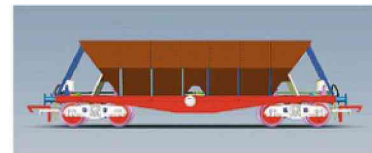
The price for a standard DC model is £160 with a DCC sound example at £260. For 'EM' or 'P4' modellers, regauged wheelsets can be fitted before delivery for an extra £20. Further Class 24 models are planned for release in due course. [www.sulzertype2.co.uk](http://www.sulzertype2.co.uk)

## Heljan announces 4mm Class 07 dock shunter

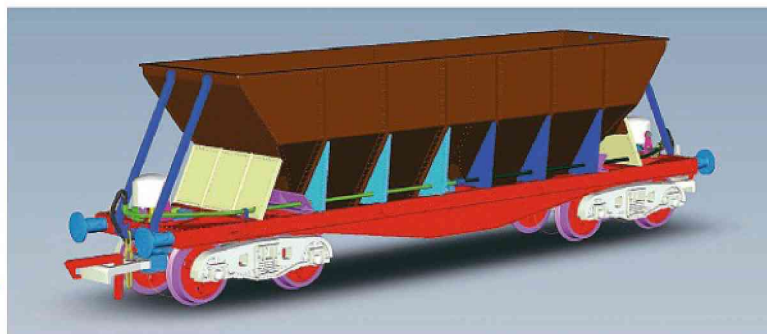
THE first UK outline new model announcement of 2016 was claimed by Heljan with the company unveiling plans to release the Class 07 shunters in 'OO' gauge. Due on sale at some point in 2017, few details have been released such as price or loco identities. However, the Ruston & Hornsby-built locos will appear in both BR green and BR blue. Reflecting the type's later career in industrial use, Hattons has also commissioned an exclusive limited edition in the form of No. 07001 in HNRC orange/grey, with pre-orders now being taken. [www.heljan.dk](http://www.heljan.dk)

## Hattons unveil hopper CAD

DECEMBER saw Hattons release the first CAD images of its forthcoming 'OO' gauge model of the ICI limestone hoppers. The long-lived wagons are being produced in conjunction with Oxford Rail and will be released in several different liveries and branding styles to cover the whole of their careers operating from the Peak District. Now undergoing checking for accuracy, these images show the



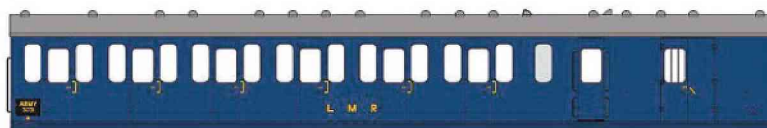
hoppers' later condition with plate bogies and roller bearings; original diamond frame bogies will also be produced. [www.ehattons.com](http://www.ehattons.com)



## Invicta commissions Longmoor Mk.1

THE next limited edition model to be released by Invicta Model Rail will see the retailer continue its theme of producing stock used at the Longmoor Military Railway, Hampshire. This takes the form of a 57ft Mk.1 suburban Brake

Second (BS) in the railway's dark blue livery. To be produced by Bachmann, the 'OO' gauge model should be released this year and can be pre-ordered now for £34.99. [www.invictamodelrail.com](http://www.invictamodelrail.com)



## IN BRIEF

■ RT Models has released replacement etched side valances for the 'OO' gauge Hornby Sentinel shunter. Produced in nickel silver, they are intended to remove the unsightly joint between the chassis casting and plastic underframe parts. Including the sandbox spill plates, two versions are available for either the chain drive or rod drive variants. Both are priced £4.50. [www.rtmmodels.co.uk](http://www.rtmmodels.co.uk)

■ NEW 4mm scale transfer packs from Railtec Models include a sheet for the DB Schenker Class 67s (2086, £7.90), Colas Rail's BR green No. 37057 (37057C, £7.50), BR Research Class 31 No. 97204/31970 (1173, £6.50) and HNRC Class 20s Nos. 20056 and 20066 in Corus yellow (2351, £6.90, also 2mm £4.90). For Freightliner Class 66s are the recently introduced zero injuries logos and auto-start warning notices (1066, £3.90) while also new are Toton 'TO' depot logos on both black and red backgrounds (1286, £3.90). [www.railtec-models.com](http://www.railtec-models.com)



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# GAUGEMASTER.com

## The Online Home of The Engine Shed

### DCC CONTROL

#### DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £149.95



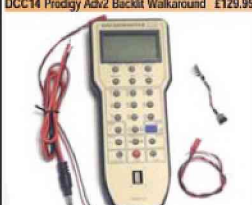
DCC02 Prodigy Advance2 System £279.95



DCC03 Prodigy Advance2 Wireless System £479.95

- #### DECODERS
- DCC22 CLASSIC 2 Function Micro £24.95
  - DCC23 CLASSIC 6 Pin Plug-in Decoder £24.95
  - DCC27 OMNI 21 & 8 Pin Decoder £18.95
  - DCC28 OMNI 6 Pin Decoder with Harness £20.95
  - DCC29 OMNI Direct Plug Decoder £19.95
  - BPDC27 OMNI 21 & 8 Pin Decoder (S) £89.95
  - BPDC28 OMNI 6 Pin with Harness (S) £99.95
  - BPDC29 OMNI Direct Plug Decoder (S) £94.95
  - DCC30 Accessory Decoder 4 Accessories £59.95
  - DCC31 Accessory Decoder Kato UniTrack £15.95

- #### DCC ACCESSORIES
- DCC11 Prodigy Extension Plate £37.95
  - DCC13 Prodigy Adv2 Wireless Walkaround £179.95
  - DCC14 Prodigy Adv2 Backlit Walkaround £129.95



DCC15 Decoder Tester £79.95

- #### DCC15 "Decoder Tester" Decoder Tester
- DCC40 Auto Reverse Module £39.95
  - DCC49 Prodigy DCC Booster Unit 8 Amp £179.95
  - DCC51 Prodigy Wireless Conversion Set £259.95
  - DCC55 Prodigy Wired Computer Interface £54.95
  - DCC60 Spare plug for Prodigy £3.25
  - DCC61 Medium NEA 652 Socket (S) £7.95
  - DCC62 Prodigy Universal Lead (2m) £4.95
  - DCC63 Prodigy Adv Power Supply Unit £24.95
  - DCC64 Prodigy Power Pack Lead £6.95
  - DCC65 Prodigy Express Power Supply Unit £25.95
  - DCC71 Prodigy Decoder Tester £9.95
  - DCC72 8 to 21 Pin Adaptor £4.50
  - DCC77 Prodigy Walkaround Adaptor £9.95

### ANALOGUE CONTROL

#### MAINS POWERED CONTROLLERS



GMC-COMBI Single Track Controller £39.95

GMC-100M Single Track £84.95

- GMC-100M Single Track O Scale £84.95
- GMC-10LGB Single Track G Scale £99.95
- GMC-10LGBSF Single Track G Scale Fan £169.95
- GMC-P Single Track Simulation £99.95
- GMC-PO Single Track Simulation O Scale £99.95



GMC-D Twin Track £94.95

- GMC-DO Twin Track O Scale £164.95
- GMC-DF Twin Track Feedback £99.95
- GMC-DS Twin Track Simulation £164.95
- GMC-TS Three Track Simulation £174.95



GMC-Q Four Track £169.95

#### PANEL MOUNT CONTROLLERS



GMC-100 Single Track £34.95

- GMC-100.0 Single Track O Scale £44.95
- GMC-100LGB Single Track G Scale £54.95
- GMC-U Single Track Simulation £44.95
- GMC-UF Single Track Feedback £39.95
- GMC-UO Single Track Simulation O Scale £59.95
- GMC-UD Twin Track £54.95
- GMC-UDF Twin Track Feedback £59.95
- GMC-UDS Twin Track Simulation £69.95
- GMC-UTS Three Track Controller Sim. £79.95
- GMC-UQ Four Track £84.95

#### HANDHELD CONTROLLERS

- GMC-W Single Track £39.95
- GMC-H Single Track Feedback £39.95
- GMC-WS Single Track Simulation £59.95

#### MAINS POWERED TRANSFORMERS



GMC-M1 Output 2 x 16v AC £49.95

- GMC-M1DC Output 2 x 12v DC £54.95
- GMC-M2 Output 1 x 16v AC (2.5a) £54.95
- GMC-M3 Output 1 x 24v AC (1.25a) £54.95
- GMC-M4 Output 2 x 12v AC (1.25a) £54.95

#### WALL MOUNTED TRANSFORMERS

- GMC-WM1 Output 1 x 16v AC or 12v DC £19.95
- GMC-WM2 Output 1 x 9v DC (0.6a) £14.95

#### OPEN TRANSFORMERS

- GMC-T1 Output 2 x 16v AC (1a) £24.95
- GMC-T2 Output 1 x 18v AC (2.5a) £24.95
- GMC-T3 Output 1 x 24v AC (1.25a) £24.95
- GMC-T4 Output 2 x 12v AC (1a) £24.95

#### MODULES

- GMC-SS1 Super Shuttle Unit £34.95
- GMC-SS1LGB Super Shuttle Unit G Scale £44.95
- GMC-SS2 Station Stop Unit £39.95

#### POINT CONTROL

##### POINT CONTROL STARTER SET

GMC-PCSET Point Control Starter Set £49.95



Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches. Ideal for the beginner.

#### MAINS POWERED POINT CONTROL SYSTEM

- GMC-PCU1 Point Control Unit £114.95
- GMC-PCU2 Slave Unit for PCU1 £52.95

### CAPACITOR DISCHARGE UNITS



GMC-CDU Capacitor Discharge Unit £13.95

GMC-MCDU Mains Powered CDU £24.95

### POINT MOTORS



GMC-PM1 Motor with Built-In Switch £5.35

GMC-PM2 Motor No Switch £4.95

GMC-PM4 Motor Latching Mechanism £6.25

### UNCOUPLERS

- GMC-EM1 N Electro Magnetic Uncoupler £8.95
- GMC-EM2 Coupling Adaptor Fret (20) £4.95
- GMC-TLU OO Tension Lock Uncoupler £10.95

### TRACK



GMC-100 Single Track £34.95

- GMC-100.0 Single Track O Scale £44.95
- GMC-100LGB Single Track G Scale £54.95
- GMC-U Single Track Simulation £44.95
- GMC-UF Single Track Feedback £39.95
- GMC-UO Single Track Simulation O Scale £59.95
- GMC-UD Twin Track £54.95
- GMC-UDF Twin Track Feedback £59.95
- GMC-UDS Twin Track Simulation £69.95
- GMC-UTS Three Track Controller Sim. £79.95
- GMC-UQ Four Track £84.95

### ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY

- GMC-HF1 Single Track Unit £39.95
- GMC-HF2 Double Track Unit £49.95

### AXLE-HUNG TRACK CLEANING PADS



GMC37 OOHO Track Cleaning Pads (3) £5.50

GMC39 N Track Cleaning Pads (3) £5.50

### TRACK TESTER



GMC37 OOHO Track Cleaning Pads (3) £5.50

### OO SCALE FLEXIBLE TRACK

- GM90 900mm N/Silver Flexible Track (100) £295
- GM93 900mm N/Silver BK Flexi Track (24) £79.95
- GM94 900mm N/Silver Bm Flexi Track (24) £79.95
- GM97 900mm N/Silver Bm Flexi Track (100) £295
- GM19 Code 100 (OO) Rail Joiners (24) £24.5

### OO SCALE TRACK ACCESSORIES

- GM54 OOHO Re-Railer £5.35
- GM54 OO Buffer Stop £1.85
- BPGM54 OO Buffer Stop (5 Pack) £8.35

### GENERAL SCENIC MODELLING PRODUCTS

- GM100 Mod Roc (2.75m) £4.50
- GM119 Fine Plaster of Paris (1kg) £3.95
- GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £6.50
- GM131 1/16 Cork Sheet 3' x 2' (60 x 90cm) £10.50
- GM167 Balsa Bundle 50 x 76 x 229mm £1.95
- GM168 Balsa Bundle 75 x 150 x 450mm £9.95

### SCENICS

#### STARTER PACK



GM194 Scenic Starter Pack £24.95

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- GM100 Mod Roc (2.75m) £4.50
- GM119 Fine Plaster of Paris (1kg) £3.95
- GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £6.50
- GM131 1/16 Cork Sheet 3' x 2' (60 x 90cm) £10.50
- GM167 Balsa Bundle 50 x 76 x 229mm £1.95
- GM168 Balsa Bundle 75 x 150 x 450mm £9.95

### SCENICS

#### STARTER PACK



GM194 Scenic Starter Pack £24.95

- GM13 Pair of Leads (Joiners/Bare Wire) £4.95
- GM66 Hobby Type Track Pins 10mm £2.60
- GM67 Extra Long Track Pins 15mm £2.60

### N SCALE FLEXIBLE TRACK

GM18 Code 80 (N) Rail Joiners (24) £2.35

### N SCALE TRACK ACCESSORIES

- GM46 N Re-Railer £2.95
- GM53 N Scale Buffer Stop £4.50
- BPGM53 N Scale Buffer Stop (Pack of 5) £19.95

### OO GREY BALLASTED UNDERLAY SYSTEM

- GM114 OOHO Granite Ballast (500g) £3.55
- GM117 OOHO Granite Ballast (200g) £2.35

### OO BROWN BALLASTED UNDERLAY SYSTEM

- GM111 OOHO Granite Ballast (500g) £3.55
- GM120 Flexible Ballasted Underlay (5m) £22.95
- GM214 Point & Crossing Ballasting Kit £7.95

### N GREY BALLASTED UNDERLAY SYSTEM

- GM115 N Granite Ballast (500g) £3.55
- GM118 N Granite Ballast (200g) £2.35
- GM201 N Flexible Ballasted Underlay (5m) £22.95
- GM205 N Point & Crossing Ballasting Kit £7.95

### N BROWN BALLASTED UNDERLAY SYSTEM

- GM113 N Brown Ballast (500g) £3.55
- GM211 N Flexible Ballasted Underlay (5m) £22.95
- GM215 Point & Crossing Ballasting Kit £7.95

### OO SCALE CORK TRACKBED SYSTEM

- GM251 3mm Cork Trackbed 4.5 x 50cm (6) £8.95

### OO SCALE FLEXIBLE TRACK

- GM252 3mm Cork Plates 15 x 50cm (2) £4.50
- GM240 For RH Sectional Point (2) £3.95
- GM241 For LH Sectional Point (2) £3.95
- GM244 For RH Sectional Curved Point (2) £3.95
- GM245 For LH Sectional Curved Point (2) £3.95
- GM247 For Y Sectional Point (2) £3.95

### N SCALE CORK TRACKBED SYSTEM

- GM231 2mm Cork Trackbed 2.8 x 50cm (6) £8.95
- GM232 2mm Cork Plates 15 x 50cm (2) £4.50
- GM225 For RH Sectional Point (2) £3.95
- GM226 For LH Sectional Point (2) £3.95

### SCENICS

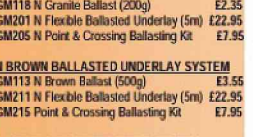
#### STARTER PACK



GM194 Scenic Starter Pack £24.95

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#### STARTER PACK



GM194 Scenic Starter Pack £24.95

### GRASS & GRAVEL MATS



GM20 Spring Grass Mat 100cm x 75cm £7.95

GM21 Summer Grass Mat 100cm x 75cm £7.95

GM22 Autumn Grass Mat 100cm x 75cm £11.95

GM23 Gravel Mat 100cm x 75cm £5.95

GM38 Spring Grass Mat 240cm x 120cm £29.95

### MEADOW MATS



GM140 Meadow Mat - Spring 6mm Grass £8.95

GM141 Meadow Mat - Meadow 6mm Grass £8.95

GM142 Meadow Mat - Spring 12mm Grass £11.95

GM143 Meadow Mat-Meadow 12mm Grass £11.95

GM147 Meadow Mat - Beige 6mm Grass £8.95

GM148 Meadow Mat - Beige 12mm Grass £11.95

### STATIC GRASS SYSTEM



GM196 Static Grass Starter Set £9.95

GM193 Puffer Bottle £4.75

GM169 Static Grass Glue (250ml) £6.95

GM170 Spring Grass Flock (30g) £3.15

GM171 Summer Grass Flock (30g) £3.15

GM172 Moorland Grass Flock (30g) £3.15

GM173 Meadow Grass Flock (30g) £3.15

GM174 Woodland Floor Grass Flock (30g) £3.25

### BUDGET SCATTERS

- GM101 Meadow Scatter (50g) £1.85
- GM102 Mid Green Scatter (50g) £1.85
- GM103 Dark Green Scatter (50g) £1.85
- GM105 Spring Green Scatter (50g) £1.85
- GM108 Earth Brown Scatter (50g) £1.85
- GM109 Black Scatter (50g) £1.85
- GM110 Red/Brown Scatter (50g) £1.85
- GM112 Imitation Coal (50g) £2.35
- GM116 Grey Tarmac Scatter (50g) £1.85

### LICHENS & HEDGES



GM160 Light Green Hedgerow (1m) £6.95

GM161 Dark Green Hedgerow (1m) £6.95

GM164 Light Green Lichen (80g) £4.75

GM165 Dark Green Lichen (80g) £4.75

GM166 Assorted Lichen (80g) £4.75

### FOLIAGE

- GM150 Fine Light Green Foliage (30g) £3.15
- GM151 Fine Dark Green Foliage (30g) £3.15
- GM152 Fine Mid Green Foliage (30g) £3.15
- GM153 Fine Light Brown Foliage (30g) £3.15
- GM154 Fine Brown Foliage (30g) £3.15

### STANDARD TREES

- GM180 Plum Trees (3) £6.95
- GM181 Plum Trees in Blossom (3) £6.95
- GM182 Fruit Trees (3) £6.95
- GM183 Apple Trees (3) £6.95
- GM184 Birch Trees (3) £6.95
- GM185 Weeping Willow Trees (3) £6.95
- GM186 Poplar Trees (3) £6.95
- GM187 Pine Trees (3) £8.50
- GM188 Beech Trees (2) £7.50

### VALUE TREE ASSORTMENTS

- GM127 N Scale Tree Assortment (10) TBA

### SCENICS

#### STARTER PACK



GM194 Scenic Starter Pack £24.95

### SCENICS

#### STARTER PACK



GM194 Scenic Starter Pack £24.95

### SCENICS

#### STARTER PACK



GM194 Scenic Starter Pack £24.95

- GM123 Small Fir Trees (50) £29.95
- GM124 Deciduous Trees (25) £19.95
- GM125 Spruce Trees (25) £19.95

### MAKE YOUR OWN TREES

- GM195 Seafoam for Tree Making £19.95

GM156 Light Green Scenic Leaves (50g) £3.65

GM157 Mid Green Scenic Leaves (50g) £3.65

GM158 Dark Green Scenic Leaves (50g) £3.65

### FLOWERS

GM139 Flowerbeds £11.95



GM175 OOHO Garden Flowers £9.25

GM176 OOHO Water Plants £9.25

GM177 OOHO Garden Plants £9.25





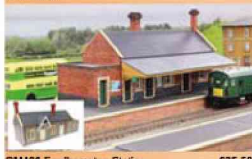
## STRUCTURES

### OO SCALE LASER CUT KITS (CML)



GM453 Garden Shed Kit £6.00

**OO SCALE "FORDHAMPTON" PLASTIC KITS**  
Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.



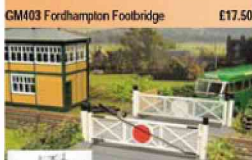
GM401 Fordhampton Station £25.50



GM402 Fordhampton Signal Box £10.50



GM403 Fordhampton Footbridge £17.50



GM404 Fordhampton Level Crossing £11.50



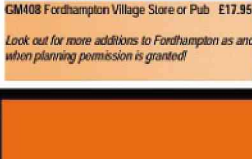
GM405 Fordhampton 60s Estate House £15.95



GM406 Fordhampton Locomotive Shed £19.95



GM407 Fordhampton Carriage Platforms £9.95



GM408 Fordhampton Village Store or Pub £17.95

Look out for more additions to Fordhampton as and when planning permission is granted!



## KESTREL DESIGNS

### N GAUGE PLASTIC KITS

GMKD01 House	£4.25
GMKD02 Shop	£4.25
GMKD03 Bungalow	£5.50
GMKD04 Church with Porch	£5.75
GMKD05 House/Shop Unit with Glazing	£6.50
GMKD06 Two Shop Unit with Glazing	£6.50
GMKD07 Four House Unit	£6.50
GMKD08 Country Station	£8.50
GMKD09 Station Buildings	£5.25
GMKD10 Island Platform with Flat Canopy	£8.00
GMKD11 Flat Canopy	£5.75
GMKD12 Small Signal Box	£6.25
GMKD13 Farm Rail Fencing Brown	£3.00
GMKD13W Farm Rail Fencing White	£3.00
GMKD14 Telegraph Poles	£3.00
GMKD15 Windows Doors & Guttering	£4.25
GMKD16 Platforms (2)	£2.75
GMKD17 Platform Ramps (2)	£2.25
GMKD18 Station Yard Huts	£2.25
GMKD19 Weighbridge & Office	£4.25
GMKD20 Coal Office	£3.25
GMKD21 Level Crossing/Keepers Cottage	£5.75
GMKD22 Four Greenhouses	£3.00
GMKD23 Two Domestic Garages	£3.00
GMKD24 Water Tower	£3.75
GMKD25 Corner Shop	£4.50
GMKD26 Corner Pub	£4.50
GMKD27 Three Storey Townhouse	£5.75
GMKD28 Three Storey Town Shop	£5.75
GMKD29 Modern Station	£7.75
GMKD30 Modern Station Waiting Room	£5.50
GMKD31 Station Masters House	£6.25
GMKD32 Pair Pre War Semi Det. Houses	£7.00
GMKD33 Boilerhouse & Chimney	£6.25
GMKD34 Steel Shed	£3.75
GMKD35 Cow Shed	£3.50
GMKD36 Barn	£5.75
GMKD37 Farm House	£7.25



GMKD38 Steel Footbridge	£7.25
GMKD39 Modern Industrial Unit	£5.75
GMKD40 Modern Fine Station	£7.00
GMKD41 Platforms Wide (2)	£3.25
GMKD42 Platform Ramps Wide (2)	£2.75
GMKD43 Goods Shed	£7.50
GMKD1000 Town Station	£16.95
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# Georgemas Junction

One of the layouts appearing at the *Rail Express* Diesel & Electric Show will be Georgemas Junction. The work of **George Woodcock**, it depicts the famous Far North junction around the start of this century. This was a time when freight was buoyant on the line as EWS developed its short-lived wagonload network, giving plenty of operational variety. Photography by **Dennis Taylor** with graphics by **Gareth Bayer**.



Mainline Freight-liveried No. 37023 Stratford TMD Quality Approved is a long way from its one-time home as No. 158702 arrives from Thurso. The OBA open wagons are being loaded with flagstones for shipping to Northern Ireland via Stranraer.







All of the Class 66s employed on Georgemas Junction have been renumbered to represent locos fitted with RETB equipment, as required to operate north of Inverness. In this instance, No. 66098 is busily engaged in shunting two VGA vans. Despite the Lovat Spring logos on the rear wagon, the vehicles were used to move fridges and freezers from the Norfrost factory.

GEORGEMAS Junction, for those who have never heard of it, is the most northerly railway junction in Britain and is situated in the far north-west of Scotland between Wick and Thurso.

I first visited the station in 1965 when I was 17 and, at that time, it was the longest journey I had made on my own. What surprised me was the fact that, though I was so far north, the landscape was flat and agricultural; more like my home in the Midlands than the Scottish Highlands that I had passed through on my journey.

At this time and for many years afterwards, Georgemas Junction was well known for the fact that the passenger trains from Inverness used to split here with one portion going to Wick and the other to Thurso and then being reunited for the return journey.

This procedure came to an end in the early 1990s with the introduction of the Class 158 'Express' sprinters which, as well as cutting the journey times, travelled back and forward between Wick and Thurso via Georgemas thus enabling passengers to make day return journeys between these two towns for the first time in many years. Although there had always been freight traffic on the line, with a daily pick-up goods train serving many of

the stations on the Far North route for many years, by the time of Privatisation in the mid 1990s freight workings had virtually ceased.

### Getting inspired

I had for a number of years wanted to build a layout based on the line, having been inspired to do so by Steve Flint's iconic Kyle of Tongue masterpiece. For quite a while I had played around with the idea of recreating Thurso station in the BR blue period but other projects had got in the way.

However in 2001, while on my way to Scrabster to get a ferry to the Orkney Islands, I stopped off at Georgemas to take a few photos of the 'Safeway Flyer' which had started running a couple of years earlier. This train carried goods for the Safeway supermarket chain to its stores at Wick and Thurso along with Kirkwall in the Orkneys using 45ft containers conveyed on FIA twin-set wagons.

On this particular day, the Class 66 which had worked the train north from Mossend was being used to shunt a rake of 'Seacow' ballast hoppers, which I had heard the previous night being brought up by a Class 37. When I asked where the Type 3 had gone, I was told that the driver had taken it home with



Scottish transport converges as Royal Scotsman-liveried No. 37416 passes beneath the competition with ferry vans in Norfrost white goods traffic. Painted for use on the luxury land cruise train, the Type 3 could often be found on freight duties when not required for passenger use.

him to Wick; only in such a remote place as this could I imagine this happening!

However, the thing that really caught my eye was the fact that the 'Seacows' were being loaded using a JCB on the old loading dock on the back loop. At this point, I thought to myself that this just cried out to be modelled, so the genesis of my recreation of Georgemas Junction was born, although

it was to be another seven years before it came to fruition.

I returned to Georgemas a couple of times over the next few years until, in 2004, the Safeway traffic ceased following the company's takeover by Morrisons. In 2008, I stopped there again after a visit to the Shetland Isles and this time photographed all the infrastructure and buildings as well as



measuring them and the platforms. One final piece of the jigsaw fell into place when I was able to obtain two detailed Safeway containers and their accompanying flat wagons from my friend Nick Gurney, who had built them a few years earlier using a Lledo diecast lorry model that had been sold in Safeway stores.

### Selecting a period

My layout was to be based on the period 1997 to 2004 when this remote rail outpost became a veritable freight hotspot thanks to EWS' initial commitment to developing a widespread wagonload network and returning lost flows to the railways. The Far North route once again played host to a variety of traffic and an equally diverse range of wagon types; as it turned out there proved to be more of these than I had originally thought!

Georgemas Junction is officially described as a secondary main line with an 800 metre passing loop, although in reality there are two loops. There are also two sidings on the south side of the line as it heads east to Wick, which leads to some interesting and time-consuming shunting movements both

in reality and on the layout but then that is what it is all about.

The branch to Thurso curves away to the north-west, turning through nearly 90 degrees in the process. On the layout, this has been modified to avoid having an extra fiddle-yard sticking out of the back of the layout, which could have been a recipe for disaster during exhibitions. Additionally, the southern set of points comprising the run-round loop are modelled 'off scene' in order to save space, the layout being 26ft long as it is. Otherwise, the model is a faithful recreation of the real place.

All of the structures are scratchbuilt apart from the Highland Railway footbridge, which is an etched kit from Lochgorm Kits. The platform shelter, which looked more like a cattle shed, along with the old wooden garage have both now gone in real life to be replaced by a simple bus shelter. The bespoke station and signal signs were made for me by Adam Warr at Electra Railway Graphics.

In more recent years, the shed at the south end of the station, which was used to house a permanent way trolley, was demolished before it fell down, although the trackwork is still in place. ➤



Recreating the type of scene that inspired the construction of the layout, JJA autoballasters are replenished with ballast from the loading dock. Today, this area is occupied by the nuclear flask loading terminal with its crane and imposing security fence.



During the period of the layout, timber was loaded at Thurso using OTA wagons. No. 37114 *City of Worcester* draws to a halt in the main platform at Georgemas Junction with a lengthy rake of empty wagons in preparation for running round to take the Thurso branch.





One of Railtrack's Multi-Purpose Vehicles, Nos. DR98905/65, rumbles under the A9 with an annual weedkilling trip to Wick. The now demolished passenger shelter and garage can be seen behind the track machine, these being scratchbuilt structures using measurements taken from the real thing. The Bachmann MPV has been converted to weedkilling format using the modules once produced by SJR Models, this being described in *Rail Express Modeller* No. 98.

A more substantial change has also come about through the creation of a secure loading area on the back loop for the handling of nuclear waste from Dounreay Power Station, this vast fenced facility rather overpowering the rest of the station.

### Recreating the freight

As I said earlier, it was the loading of the 'Seacows' with ballast that made me want to build the layout, an operation that is also portrayed using the excellent Bachmann JJA autoballaster wagons. As my research

into the history of the freight traffic of this period deepened so I had to construct many more wagons and loads to do it justice. Not all of these traffic flows ran at the same time, in fact some of them were very short-lived, but we do run most of them, though we try to keep them apart if they did not appear at the same time.

The Safeway train is still the star turn and I have acquired a few more of the containers, which have also been detailed to match Nick's originals. The FIA wagons also carry ISO containers which I assume were used for the

Norfrust fridges and freezers traffic. This company was one of the main users of the Far North line in this period, both receiving raw materials such as steel in VBA vans and dispatching the finished products in VGA vans and ferry vans.

The Safeway trains also conveyed building supplies in VGAs and steel pipes on BTA bogie wagons. This latter flow also ran as block trains, sometimes using BFA bolster wagons with and without runner wagons depending on the type of pipes being carried. Today, the pipes and flasks are the only

revenue freight workings to Georgemas.

At the start of period of the layout, the only regular freight on the line was the movement of aviation fuel in tank-tainers on either KFA or 'Megafret' container flats, this running from Purfleet to Wick for use by the helicopters based there. Before it ceased, this train also conveyed permanent way materials and containerised coal as required. There was also a short-lived flow of palletised Caithness flagstone conveyed in OBA open wagons to Stranraer for use in Northern Ireland.







Sporting the attractive 'Dutch' Transrail livery, No. 37153 coasts through the station bound for Wick with a short mixed freight that was typical of the Far North in the period. While the SSA scrap wagons would return south loaded, the Hornby KFA is carrying aviation fuel tank-tainers.

Finally, there were a few traffic flows which ran through Georgemas for either loading or unloading at Wick and Thurso. The former saw scrap metal in SSA wagons while the latter loaded scrap in MEA wagons and timber on OTAs. During the latter years of the Safeway operation, the building materials originally handled at Georgemas were taken to Thurso

after the strengthening of a bridge on the line allowed Class 66 locos to go there. I am sure there are a few other commodities still to be discovered!

The passenger services are solely in the hands of Class 158 units while the traction on the freight trains comprises suitably RETB-equipped Class 37/0s, 37/4s and 37/5s in various liveries along with the now ubiquitous Class 66s. ➤



The station building is another scratchbuilt structure, this displaying some very impressive detail. The open nature of the platform underside is also notable. No. 158741, in the distinctive livery of the National Express ScotRail franchise, heads south on the long and winding journey to the Highland capital.

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## LAYOUT

With the empty Safeway containers loaded, No. 37521 *English China Clays* awaits departure back south to Inverness. An innovative service at the time, sadly the takeover by Morrisons of its rival saw the operation abandoned in 2004. Construction of the train was detailed back in *Rail Express Modeller* No. 100.







### GEORGEMAS JUNCTION 'AT A GLANCE'

**00 GAUGE**  
4mm:1ft

**Region/period:** Far North of Scotland, 1997-2004.  
**Layout size:** 14ft long by 1ft 6in,  
two 6ft fiddle yards.

- **Description:** Rural junction station with multi-purpose freight facilities.
- **Control:** NCE Powercab/Procab DCC.





A distinctive feature of Georgemas Junction for a number of decades was the shed for a permanent way trolley at the south end of the station. Rendered in low relief on the layout, it is depicted in suitably dilapidated condition, as is the accompanying trackwork. No. 37023 runs into the rear loop with OBAs for loading while a Class 158 heads off to Thurso.



Having left its train in Platform 2, No. 37114 is engaged in running round via Platform 1 while No. 66102 assists with loading operations of the empty Safeway containers. The hard standing area adjacent to the station was used for a variety of traffics, including steel delivered in the VBA vans visible in the background.



Pipe traffic for the offshore oil industry has been a staple of the Far North line for many years, and continues to run, as required, to this day. Conveyed on various derivatives of BDA bolster wagon, the pipes are off-loaded into a compound at Georgemas Junction using a mobile crane, the train having to stand on the through line while this takes place. No. 66102 waits patiently while unloading gets underway on its six BFAs.

### ◀ And finally

Since the layout was first built, it has been converted to DCC operation with all the locos and units being sound chipped, this giving the layout a whole new dimension as well as making operation much easier. I would like to thank Kevin Dickerson of Coastal DCC for all his help and advice to effect this

transformation while thanks are also due to John, Richard, Dave and Simon of the Wrecking Crew for their help over the years.

This then is my version of, and tribute to, Georgemas Junction, a place I have known for most of my life and which I will always have a strong attachment to. 📺



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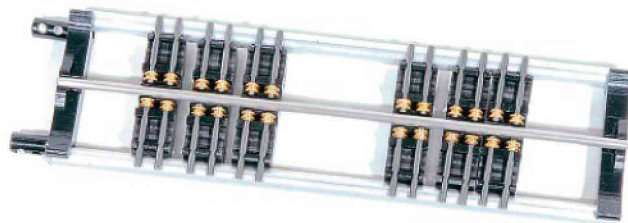




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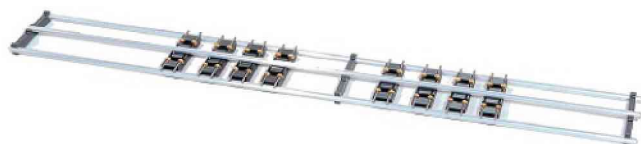
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# Introducing the Diesel & Electric Show

February will see Telford play host to the first *Rail Express* all D&E model railway exhibition for more than 18 years.



Direct Rail Services Class 66s Nos. 66417 and 66413 await a clear path in the freight loops at Dragonby, the duo 'top and tailing' a pair of FNA nuclear flasks. The 'N' gauge layout offers an intensive service of passenger and freight trains from the Privatisation era. Dennis Taylor

FEBRUARY 20-21 will once again see *Rail Express* stage a model railway exhibition entirely dedicated to diesel and electric modelling. The Diesel & Electric Show is being held at the Telford International Centre, Shropshire, between 10am and 4.45pm both days with a host of attractions lined up.

It was back in 1997 when this magazine held its first D&E exhibition at St Albans and, while the show was

successful, the sheer amount of time needed to organise the event meant it was not repeated.

More than 18 years later, the hobby is now very different thanks to the appearance of high-quality models with performance to match, the continued growth of DCC and an ever-increasing number of people modelling the D&E scene. With the earliest BR diesel types now approaching their 60th anniversary

of introduction, the time is right to showcase the best of D&E modelling in its own right and further illustrate that it is no longer a minority interest to be, at best, tolerated.

A total of 12 high-quality layouts in a variety of scales and gauges have been booked to attend the inaugural Diesel & Electric Show along with a selection of interesting demonstrations and displays, not to mention the

expected supporting trade. If the event proves to be a success, future years will see the exhibition grow with yet more layouts invited.

## Tickets available

Advanced tickets are still available to order via [www.classicmagazines.co.uk/product/show/id/24](http://www.classicmagazines.co.uk/product/show/id/24), these being at the discounted price of £7.50 per adult. These are also available by calling >

## LAYOUTS

THE 12 invited layouts span the eras from the 1960s to the current day while the range of scales and gauges is similarly diverse. Those booked to attend are:

### 'N' gauge

■ **DRAGONBY** (Geoff Buttler): The former Acton Main Line is now updated to the Privatisation era with a host of freight and passenger stock representing operations in the Midlands and North East from 2000 onwards.

■ **GRANGE-OVER-SANDS** (Blackburn & East Lancs MRS): A recreation of the Cumbrian station as it was in the late 1980s/early 1990s but with the goods yard retained to increase operational interest.

■ **TANNERS HILL** (Steve Farmer): A compact NSE-era layout designed to showcase main line operations, its North

Kent setting allows plenty of third-rail EMUs to feature along with freight and engineers' traffic.

### 'OO' gauge

■ **COTTLESTON** (Ben Adlington): Depicting a branch line in the East Midlands that has survived into the Privatisation era, the passenger service intermingles with military traffic under the control of semaphore signals.

■ **GEORGEMAS JUNCTION** (George Woodcock): This issue's feature layout recreates the Far North junction at the turn of this century when freight traffic was undergoing an unlikely renaissance under EWS.

■ **LOFTUS ROAD** (Worthing MRC): Set in the urban and modernised sprawl of West London, the layout is heavily influenced by Kensington Olympia with plenty of cross-

London freight in between the passenger trains.

■ **NEW BRYFORD** (Mick Bryan): Recreating current-day operations in the North West around the Manchester/Bolton area, plenty of highly detailed rolling stock can be seen, including the odd Network Rail test train!

### 'EM'/'P4' gauges

■ **KINMUNDY** (Martin Jones): The 'EM' layout recreates a former Great North of Scotland branch that is still clinging to life in the late 1960s as Type 1s and Type 2s potter about on a frosty day with freight traffic, including to the local distillery.

■ **ROUNTREES SIDINGS** (Blyth & Tyne MRS): Also in 'EM', this portrays part of the Tyne & Wear Metro system during the mid-1980s, a time when BR still operated

freight traffic over the system, including to a Rowntrees' confectionary factory.

■ **PORTCHULLIN** (Mark Tatlow): This atmospheric 'P4' layout recreates the Kyle of Lochalsh route in the Scottish Highlands during the mid-1970s as blue diesels threaded their way past lochs and mountains.

### 'O' gauge and Gauge 1

■ **DUBMILL SIDINGS** (Steve Thompson): Over 40ft in scenic length, the 'O' gauge layout depicts freight operations somewhere in the north western corner of Cumbria as BR's corporate blue era began to take hold.

■ **WORCESTER ROAD** (Steve Harrod): The Western Region's diesel hydraulic fleet make their presence felt on this highly-detailed Gauge 1 recreation of the inside of a diesel maintenance depot.





Providing another look at Georgemas Junction, this is the view from the operating side as No. 158702 arrives at the station from Thurso. The detailed nature of the station building can be seen to advantage. Dennis Taylor

✦ Mortons' customer services on 01507 529529. The on-the-door admission price is £9.50 per adult with under 16s free of charge when accompanied by an adult.

The event is being held on the first floor of the Telford International Centre, this being fully accessible via stairs and a lift, and will be split across two halls. The larger suite will host the majority of the layouts and traders with a smaller room dedicated largely to the demonstrators. A restaurant and seating area will be available on the same level.

The International Centre is easy to access from the M54 motorway, being well sign-posted, and is only 20 minutes or so from Junctions 10A and 11 of the M6. The venue has its own on-site car parks although, with other events also taking place the same weekend, alternative parking is available in Telford's town centre multi-storey car parks; two of these being only a couple of hundred metres from the venue. For those preferring to arrive by rail, a free mini-bus shuttle will pick up from Telford Central station with a 30-minute frequency planned. 📄

## TRADE SUPPORT

PROVIDING manufacturer backing will be Bachmann, with the company welcomingly acting as show sponsor. In addition to the usual display of new and forthcoming models, one of the firm's demonstration layouts is also set to be on show. Also attending will be Dapol with a showing of its latest product developments.

As this issue went to press, the trader line-up was still being added

to but confirmed as attending are All Components, Cheltenham Model Centre, C&L Finescale, DCC Supplies, Eileen's Emporium, Gaugemaster, Going Loco, Keen Systems, MegaPoints Controllers, Modellers Mecca, North Road Trains, Sawyer Models, Shawplan/Extreme Etchings, Tim Horn Precision Scale Replicas & Layout Accessories, Videoscene, Wealistic Models and the Welsh Highland Railway.

## DEMONSTRATORS & DISPLAYS

NO exhibition is complete without an array of demonstrations and other attractions. These will include the following:

■ **DCC SOUND AND DIESEL DETAILING** (Alan Monk): Simple tricks to get the best from DCC and sound chips, including decoder installation and programming, along with detailing, modifying and converting ready-to-run diesel locos. The 'EM' gauge micro-layout Barbers Bridge will be present to display and run locos but other common gauges will be covered via a multi-gauge test track.

■ **DIESEL & ELECTRIC MODELLERS UNITED:** A D&E show would not be complete without the nationwide society dedicated to the period with members on hand to explain the benefits of membership and demonstrate modelling projects.

■ **GAUGE 1 MODELLING** (Fred Phipps): Supporting the appearance of Worcester Road, Fred will be demonstrating his range of Gauge 1 kits. Featured in the pages of *Rail Express Modeller* last year, these focus particularly on the North British diesel hydraulics and Mk.1 coaches.

■ **INTERCITY 125s AT 40** (Simon Bendall/Alex Carpenter): This year marks the 40th anniversary of the InterCity 125s entering passenger service and then achieving 125mph operation. To commemorate this, the large display of HST models seen at Warley last year will be repeated with a few alterations. The 125 Group will also

be supporting the display once again with its society stand.

■ **MODELLING HIGH-SPEED ICONS** (Shane Wilton): A 4mm scale display of Advanced Passenger Train (APT) and High Speed Train (HST) models showing how British Rail's two icons of speed can be modelled in both prototype and production forms. Other associated vehicles from the Railway Technical Centre will also be on show.

■ **'N' GAUGE DEVELOPMENTS** (Robert Shriver): A demonstration of how new modelling methods are being applied to 2mm scale, including the use of 3D printing, constructing the Finetrax track kits and other cottage industry developments.

■ **NETWORK SOUTHEAST 30th ANNIVERSARY DISPLAY** (Paul Wade): The creator of Tonbridge West Yard will be displaying a variety of rolling stock to mark 30 years since the sector was launched in 1986. Models from other scales will also feature along with literature covering the NSE corporate design.

■ **WEST COAST MAIN LINE TRAINS OF THE SECTORISATION ERA** (David Lewis): The proprietor of Southern Pride Models will be showcasing an impressive selection of 4mm scale coaching stock and EMU models, all representing full-length trains that could be found on the WCML during the 1980s and early 1990s. These include, among others, the BREL International Train, Mk.2 and Mk.3 Manchester Pullman sets, the Royal Train and an Overhead Line Maintenance set.



Class 24 No. 5127 powers away from Portchullin station with an Inverness to Kyle of Lochalsh service during the mid-1970s. The 'P4' gauge layout was extensively featured in 2014's *Modeller Yearbook*, which remains on sale and will be available at the show.

Tim Easter

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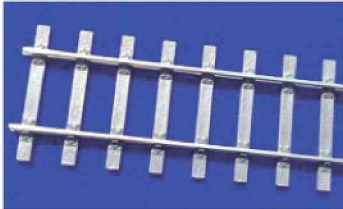
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# Impressive D&E line-ups for February

Both Stafford and Model Rail Scotland take place during the month with numerous D&E layouts on display.

A BUSY month for notable exhibitions gets underway on February 6-7 with the Stafford Railway Circle's event at the usual County Showground venue. Again featuring an extensive list of layouts, the diesel and electric era is well represented once more with at least 16 such layouts on show.

The 'N' gauge line-up includes the East Sussex N Gauge Group's ever popular West Coast Main Line-set **King's Park** along with **Hinksey Yard** from the Epsom & Ewell MRC, Bradford MRC's **Titheridge Junction** and **Westbrook** by Paul Butler.

Moving up to 'OO', the lengthy list includes the BR blue **Acacia Avenue** by Richard Slate, Carl Bowden's 1980s **Alderford**, the EWS diesel depot **Crimson Road** from Peter Griffiths and Scottish-set **Crinan** by Martyn Wild. Also appearing are **Glenisla Road** by

Richard Kirk, Steve Saxby's **Manygates, Peters Street** by Pete Harvey, the host club's **Stackton Tressell** and the impressive **Vopak - Barry Docks** by Paul Rolley.

In 'EM' gauge are Dave and Matt Smith's Privatisation era **Brighton East** and Jim Bryant's Southern Region **Hookwood**. Completing the layouts is **Lochty Lane**, another interesting 7mm offering from Ian Futers. The trade support includes 4Track Models, Book Law Publications, DC Kits/D&E Videos, Digitrains, Modellers Mecca, Phoenix Precision Paints, Replica Railways/Railwayania, Shawplan/Extreme Etching, Ten Commandments, TTC Diecast/Loughborough Model Centre and Wealistic Models.

## Milestone for Glasgow

The last weekend of February, the

26th-28th, sees Model Rail Scotland notch up its 50th anniversary show, with the SECC in Glasgow once again being the venue. As usual, the layouts on show will be a combination of those belonging to member clubs of the Association of Model Railway Societies in Scotland and invited groups and individuals.

The D&E era is represented in 'N' gauge by **Castle Lock** from the West of Scotland N Gauge MRC, Glenrothes MRC's **Blackwood Junction, King Street** by the Moray Model Railway Group and the East Neuk MRC's popular **Law Junction**. In 'OO' gauge, the large selection includes Devon-set **Bere Banks** by Keith Sully/Scottish Modellers, the debut of green era **Fenchurch St Peters** by George Woodcock and John Norton, **Cement Quay** from the Scottish Diesel and

Electric Group and Peter Goss' **The World's End**. Also in 'OO' are **Cala na Creig** (Aberdeen MRC), **Calla** (57 Study Group), **Clyde Street** (Helensburgh & District MRC), **Glenfinnan** (Bill Wood), **Hallside** (Clyde MRC), **Luib** (Rutherglen MRC), **McCrimdaleston** (Kyle MRC) and **Muirhead** (Dumfries & District MRC). Rounding things off are Dave Tailby's new 'EM' gauge London set **Victoria** and Ian Futers' 7mm **Lochty Lane**.

Bachmann and Hornby will both be in attendance while other traders include Book Law Publications, DC Kits/Realtrack Models, DCC Supplies, Digitrains, Durham Trains of Stanley, Gaugemaster, Harburn Hobbies, Locomotion, Parkside Dundas, Replica Railways/Railwayania, Shawplan/Extreme Etchings, Ten Commandments, TTC Diecast/Loughborough Model Centre and Videoscene/Train Crazy. 📺



Among the many D&E layouts appearing at the Stafford Railway Circle's exhibition on February 6-7 will be the relatively new Hinksey Yard. The work of the Epsom & Ewell Model Railway Club, the 'N' gauge layout is based on the infrastructure yard located to the south of Oxford station. Home to a Network Rail virtual quarry ballast stockpile, the yard supports a large amount of infrastructure work in the south of England and is always busy with ballast wagons. This is reflected in this view as No. 97302 stands amid the autoballasters. Tim Easter

## DIARY DATES

### FEBRUARY 6-7

Stafford Railway Circle Exhibition, Stafford County Showground, Weston Road, Stafford, Staffs.

[www.staffordrailwaycircle.org.uk](http://www.staffordrailwaycircle.org.uk)  
10am-5pm Sat, 10am-4.30pm Sun.  
Adult £9, accompanied child £1.  
For layout details see text.

### FEBRUARY 12-13

The Salvation Army Model Railway Exhibition, The Salvation Army Hall, Warn Street, South Shields,

Tyne & Wear.

1pm-8pm Fri, 10am-5pm Sat. Adult £3, child £1.50, family £7.

### FEBRUARY 20

RISX Model Railway Exhibition, Princes Risborough Community Centre, Wades Park, Stratton Road, Princes Risborough, Bucks.

[www.rdmrc.org.uk](http://www.rdmrc.org.uk)

10am-5pm. Adult £3, child £2.  
Layouts include Bradfield Gloucester Square (OO) and Whitecross Street (OO).

### FEBRUARY 20-21

The Diesel & Electric Show, Telford International Centre, St. Quentin Gate, Telford, Shropshire.

[www.dieselandelectricshow.co.uk](http://www.dieselandelectricshow.co.uk)  
10am-4.45pm. Adult: £9.50, accompanied child free.  
For layout details, see previous pages.

### FEBRUARY 26-28

Model Rail Scotland 2016, Scottish Exhibition Centre, Exhibition Way, Glasgow, Lanarkshire.

[www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk)

11am-6pm Fri, 10am-6pm Sat, 10am-5pm Sun. Adult £12, child £6, family £27.  
For layout details see text.

### FEBRUARY 27-28

New Mills & District Railway Modellers Exhibition, Chapel-en-le-Frith High School, Long Lane, Chapel-en-le-Frith, High Peak, Derbys.

[www.nmdrm.co.uk](http://www.nmdrm.co.uk)

10am-5pm Sat, 10am-4.30pm Sun.  
Adult £5, concession £4, family £12.





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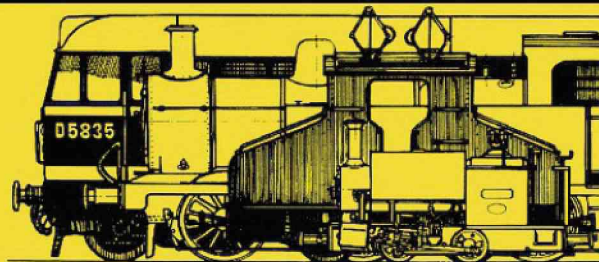
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# AMRSS unveils Malcolm Rail '08'

Due for release at Model Rail Scotland is a limited edition 4mm scale Bachmann model in the unmistakable green, blue and yellow Malcolm livery, as used at the Daventry International Rail Freight Terminal.



THE Model Rail Scotland exhibition in Glasgow on February 26-28 will see the release of a further limited edition '00' gauge Bachmann Class 08 shunter. Commissioned by the event's organising body, the Association of Model Railway Societies in Scotland (AMRSS), the model forms part of the celebrations for the 50th anniversary show.

The Class 08 depicts one of the three shunters belonging to the Hunslet Engine Company that have been hired in recent years to the Malcolm Group. Despite this company having its headquarters in Glasgow, the trio have been nowhere near Scotland, instead seeing use at the Daventry International Rail Freight Terminal, near Rugby, which subsidiary Malcolm Rail holds the operating contract for.

Having taken over in mid-2008, Malcolm Rail ended its contract with DB Schenker to provide a shunter at

the end of 2009, instead taking No. 08913 on hire from Hunslet from that December. In preparation for this, the '08' received the eye-catching Malcolm colours of green, blue and yellow. As Daventry expanded, No. 08445 was brought in from June 2011 to support its classmate, it receiving the same livery at the end of that year.

## Odd 'Gronk' out

The limited edition of 512 pieces depicts the third Hunslet Class 08 to arrive at Daventry, this being No. 08823 in February 2012. Previously hired to Thamesteel at Sheerness, a job for which it received an all-over powder blue livery and the name *Libbie*, it became redundant following the collapse of the company.

Immediately redeployed on the

Malcolm contract, its existing colour scheme was adapted with the addition of the yellow and green bodyside stripes. As such, it retained its blue roof, making it instantly recognisable from its yellow-roofed sisters. No. 08823 has remained in use at the sprawling rail freight terminal ever since, only visiting the workshops of LH Group Services for periodic maintenance. No. 08445 also remains at Daventry but No. 08913 has not seen use since the spring of 2013, it now being stored in a dismantled state at the aforementioned workshops.

## Collection only

The AMRSS model can be pre-ordered

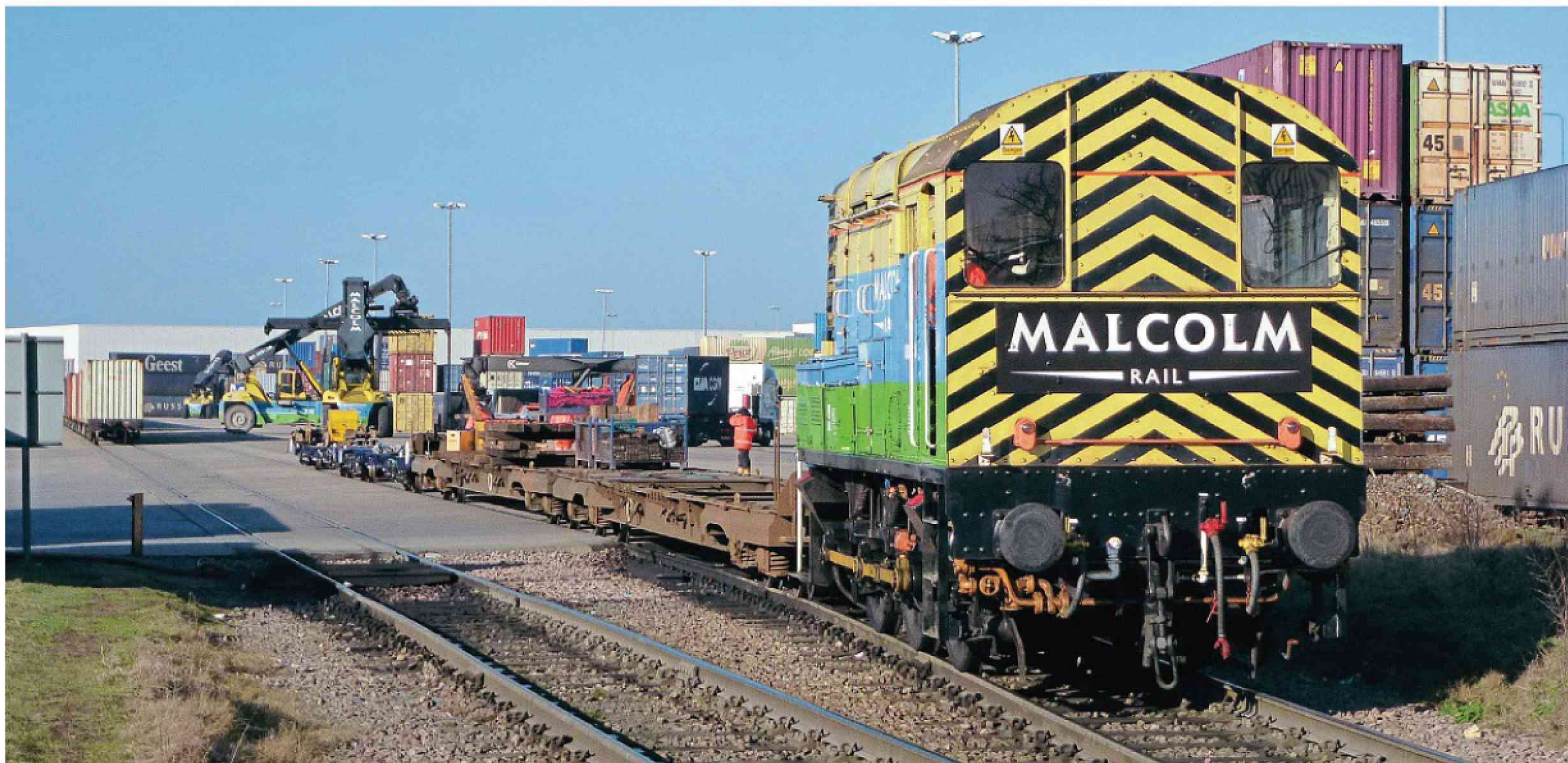
via the Model Rail Scotland website and then collected during the event. A mail order option is not currently available so visiting the event is the only way to secure the limited edition.

Employing the standard Bachmann Class 08 tooling, the model is well finished with the three colours being a good match for the real thing and very crisply applied. No. 08823's blue roof is faithfully recreated while the nameplates are printed on, there being no etched alternatives. The Malcolm Rail logo on the cab back is also present while the other printed detail is similarly neatly done. Inevitably, the lack of flexibility in the tooling means that

The Malcolm Rail Class 08 looks quite at home on this quickly assembled diorama, it rubbing shoulders with the Oxford Diecast reach stacker in the same livery. Separating them is a Dapol factory-weathered KQA/KTA pocket wagon.








some small details are not correct, such as the number of marker lights at each end and the exhaust cover design on one side.

With a decent number of container wagon designs now available in 4mm scale, not to mention C=Rail's ever-increasing range of containers and the Oxford Diecast reach stackers, the Malcolm '08' is the perfect accompaniment for all of them. While the locos may have only operated at Daventry in real life, it does not take much of a stretch to imagine such a hire machine turning up at any number of intermodal and logistics terminals.

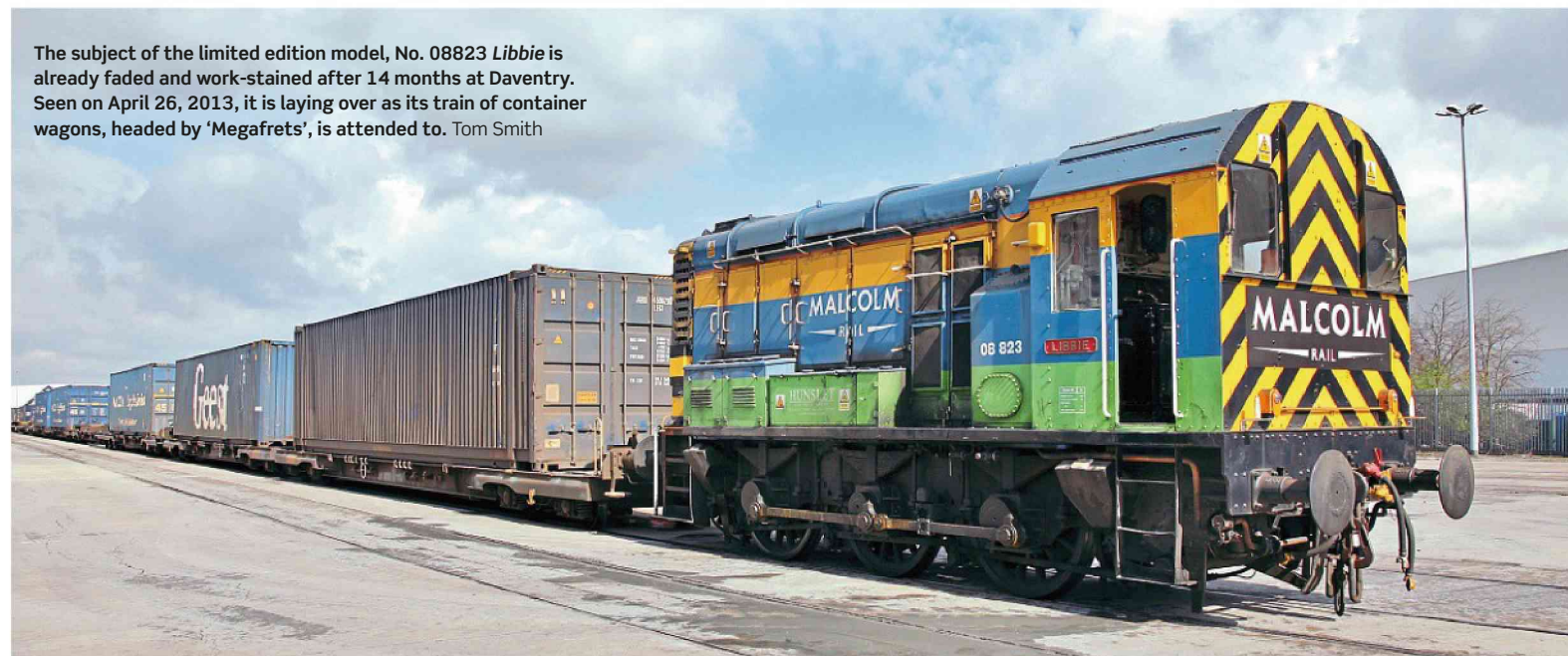
**Review by Simon Bendall**

 The Association of Model Railway Societies in Scotland (AMRSS).  
Web: [www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk)

 Price: £89.95

**Above:** Operations have temporarily ceased at the Malcolm terminal at Daventry on February 1, 2012, as No. 08913 recovers a still new IDA container twin onto the loading area following a minor derailment. The accompanying IKA 'Megafret', nearest the loco, is carrying sleeper lengths used in the recovery operation. Paul Fuller

**Right:** Less than two months after receiving the Malcolm colours, No. 08445 waits for its next duty alongside the sprawling DHL warehouse at Daventry on January 15, 2012. Although owned by the Hunslet Engine Company, the trio of Class 08s are ultimately part of the Wabtec Rail empire following its acquisition of Hunslet's parent company LH Group later the same year. Paul Fuller



The subject of the limited edition model, No. 08823 *Libbie* is already faded and work-stained after 14 months at Daventry. Seen on April 26, 2013, it is laying over as its train of container wagons, headed by 'Megafrets', is attended to. Tom Smith



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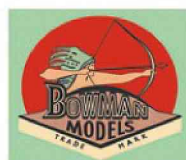
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# Economy green '27' from Heljan

A new batch of Scottish Sulzer Type 2s has been released in 4mm scale, this oddball release being the highlight.

THE festive period saw a further batch of Class 27s creep into the shops without much fanfare, Heljan having produced a further six versions of the popular '00' gauge Sulzer Type 2s.

Equally divided between 'Scottish' and 'English' examples, the former encompasses Nos. D5347 and D5349 in BR green with and without yellow panels respectively, along with No. 5363 in BR blue but without yellow cabside window surrounds. Meanwhile, the trio initially allocated to English depots includes No. D5404 in BR green with yellow panels and former freight machine No. 5373 in BR blue with

yellow cabside window surrounds, but no boiler water tank.

The highlight though is No. 5370 in




BR economy green with full yellow ends, this continuing the manufacturer's penchant for producing 'oddball' liveries in ready-to-run form. Another of the class to be built without a train heating boiler, it too lacks the underframe water tank.

Transferred to Scotland at the end of 1969, No. 5370 was given a green repaint during a visit to Glasgow Works in the summer of the following year. Dubbed 'economy' due to the omission of the white waist stripe and window surrounds, it would run in this condition until early 1975, this including renumbering as

No. 27024 a year earlier.

The model faithfully re-creates No. 5370's appearance prior to TOPS renumbering, complete with plated up gangway doors, but with hinges and beading still in place.

Disappointingly, the black plastic roof fan grille remains a feature though, while the accessory bag includes bufferbeam pipework and miniature snowploughs.

The spartan livery is well applied, complete with blue-backed data panels beneath the numbers, with the model giving something a little different for an often over-looked transitional period. 

 Heljan A/S, Rebslaggervej 6, 5471 Sønderød, Denmark.  
Web: [www.heljan.dk](http://www.heljan.dk)

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## BOOK REVIEW

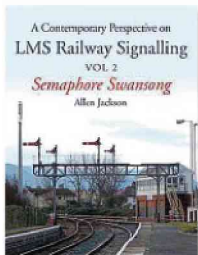
### A Contemporary Perspective on LMS Railway Signalling Volume 2 - Semaphore Swansong.

By Allen Jackson. Published by The Crowood Press, Ramsbury, Marlborough, Wiltshire, SN8 2HR. Softback 190mm x 246mm, 192 pages. Price £19.99. ISBN 978-1-78500-072-0.

FOLLOWING hard on the heels of the first book, volume two of the survey of surviving LMS semaphore signalling, signal boxes and other associated equipment is now available. Identical in terms of format, it again sees the author set out to record as much as possible on camera before re-signalling takes place, the results being presented using text, maps and more than 400 colour photos.

The bulk of the book is given over to surveying the extensive former London & North Western Railway routes, encompassing such lines as the Cumbrian Coast, North Wales Coast, Crewe-Shrewsbury and Manchester-Buxton. Also visited are the Manchester and Liverpool areas, Staffordshire and a few Midlands outposts, among others. Subsequent shorter sections cover what still exists on the former Caledonian and Highland Railway routes in Scotland.

As with volume one, some of the photo composition is not ideal, but it is again a useful record of what will be history in a few years' time, while modellers can find some helpful views of how to integrate semaphore signalling on a modern layout.



## NEW RELEASE ROUND-UP

### Oxford Diecast calls out the gas man

AMONG the latest 4mm scale releases from Oxford Diecast is another version of the Ford Transit Connect van. This carries the now superseded dark blue livery of British Gas (76FTC004, £4.75) with the large light blue and red flame logo, which again has now been restyled. Featuring a 2006 registration plate, the livery and printing application is nicely done, particularly on the rear doors.

The company has also revealed its production plans for the first half of 2016, which will include the Mk.3 Transit appearing in both British Rail yellow and Royal Mail red. Sure to be welcomed by 1980s modellers are, at long last, the Ford Sierra saloon and the Mk.2 Vauxhall Cavalier, while modern day vehicles will include the current incarnation of the Ford Galaxy.



### Bachmann's convenient release

THE latest batch of 4mm scale Scenecraft releases from Bachmann includes this toilet block (44-0040, £24.95). Measuring 98mm by 39mm with a height of 37mm, it is well finished with grey stonework, etched mesh in the window openings and a convincing



enough cast flower bed. The model is well suited to a range of town centre applications, such as outside a station with limited amenities.

### Storage crates new from Preiser

NOW available from Gauguemaster is another scenic accessory pack from Preiser. This consists of 12 stackable plastic containers with separate lids, 12 pallets and two pallet trucks (31025, £10.50). Requiring cutting from their sprues and some very basic assembly, all of the items are self-coloured apart from the pallet truck wheels, which need painting. The crates are the most interesting aspect of the pack, being suitable for a range of industrial and depot applications. In contrast, with the set being to 'HO' scale, the pallet trucks are a little small for 4mm use. **Reviews by Simon Bendall**







# Rumney mineral wagon chassis kit

The Rumney Models 4mm scale etched chassis kits provide a high quality upgrade for many unfitted or vacuum-braked BR wagons. **Alan Monk** tackles one of the mineral wagon kits, this being primarily for the 24½t design.

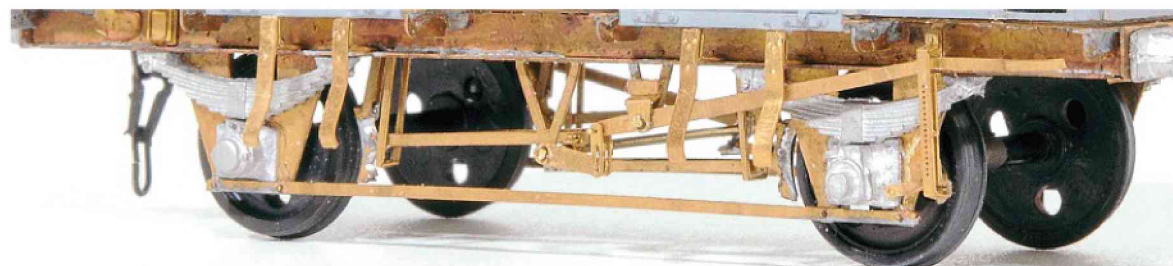
THE kit for the BR 24½t mineral wagon (reference B21) provides an etched brass fully-sprung unfitted Morton lifting-link chassis to fit the body of the Parkside Dundas PC04 kit. It is suitable for both diagrams of 24½t mineral (1/115 and 1/118) and, if the body is modified to remove the top doors and reduced in height, the welded 21t minerals of diagram 1/107 can also be modelled.

The builder will need to supply wheels (12mm three-hole disc) and bearings, axlebox and cosmetic spring castings, buffers, couplings, 0.31mm and 0.7mm brass wire to finish. There are a few rivets to press out, as shown by small half-etched recesses. This is best done while the etch is intact. If using the etched axlebox guides, these should also be soldered in place while the etch is flat.

The etch contains the baseplate/headstocks and a fold-up inner section with the W-irons and V-hangers. These need to be aligned using 1mm pins and soldered together, having first removed the detail part sub-etches located in the various spaces. The solebars comprise a folded structural base onto which a half-etched detail overlay is sweated. These should then be attached to the chassis, after which the details such as the builder's plates and label clips can be fitted. Once the solebar overlays are in place on the chassis, the body support brackets can also be soldered in place.

## Suspension

The wheelsets run in carriers that are sprung using a length (20mm-ish) of supplied 8-thou steel guitar wire soldered to a slot at the top of the carrier. The carriers are also fitted with waisted-type pin-point bearings.



With only wide and open slots in the main chassis unit for the spring wire to rest in, the wheelsets do seem rather prone to dislodging, especially compared to other designs of sprung chassis. The solution noted in the instructions is to use the supplied etched washers to pack out the bearings to minimise axle slop, but in practice this moves the tips of the bearings inwards, away from the cut-outs in the W-irons. This may affect the squareness of the axles across the chassis by increasing fore and aft slop. They do, at least, hold the wheelsets in place firmly and with only a hint of sideways 'slop'.

The wheelsets and carriers are retained by the tie-bars between the W-irons. Once the tie-bars are soldered in place, it is still just possible to remove the wheelsets by gently pulling the W-irons open.

## Brake gear

The brake gear is simple and yet complex to build. Each brake shoe is a single etched piece, folded over itself to give four layers and two pushrods off the rear. Each pair of pushrods is fixed to a central pivot, itself a two-part unit soldered together. It is recommended that the centre pivot be left free to rotate until the brake shoe units are

soldered into the chassis, making sure the shoes do not bind on the wheels and the cross shaft will pass through the pivot. Use of an additional hand or three may be useful in getting the brake gear aligned and fixed in place!

Once the shoes are attached, the safety loops can be folded and attached with the lifting link gear also fitted. The brake lever guards attach to small brackets mounted on the solebars, with a supporting strut between the lever guard and W-iron. The brake levers can then be bent to shape and fitted. The cosmetic 10-leaf springs (MJT) and axleboxes (MJT or 51L) can be glued to the W-irons, taking care to keep glue well away from the bearings and carriers.


Buffers and couplings should also be fitted. While the two diagrams of 24½t mineral were near-identical in basic dimensions, the original 1/115 wagons had oil bearings and spindle buffers. The later 1/118 wagons were roller-bearing fitted from new and had either Oleo or self-contained buffers.

For this review, a 1/118 wagon was finished using whitmetal Oleo buffers from the old Southern Railways Group range and roller bearing axleboxes from 51L Models, with one axle given the hooded design and the other plain; this being a common sight by the end of the wagons' lives in the mid-1980s.

## Body mods

Fitting the Parkside body to the new chassis requires some minor modifications. If starting with an unbuilt 24½t mineral, it is suggested that the floor is inverted (i.e. flat side to the bottom) or replaced with a similar-sized piece of 40-thou plasticard; this will ensure the body sits properly onto the etched chassis. It is also necessary to remove a few slivers from both ends of each side door hinge plate until they fit between the body support brackets.

While the appearance and running quality is greatly improved over the basic Parkside kit, the time and complexity of construction may prove daunting to those needing a block train of 24½t minerals. The kit is unashamedly aimed at the finescale end of the market and assumes a good level of competency in soldering up etched brass kits along with an understanding of prototype brake gear. A few more 'in progress' photos in the downloadable instructions would be useful for some stages but overall, the kit is a high quality and worthwhile upgrade. 

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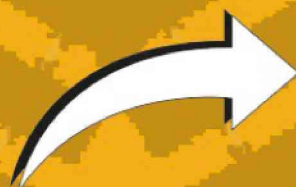
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# Bachmann releases its smaller pipes

The versatile BR 12t pipe wagon has now been scaled down to 'N' gauge with its appearance in the Farish range.

THE latest Bachmann model to be put through the shrinking process is the BR 12t pipe wagon, later given the TOPS code of SOV.

The history of the design was detailed in full in *Rail Express Modeller* No. 128, with their original purpose being the conveyance of drainage pipes from the specialist foundries at Ilkeston and Chesterfield in Derbyshire, near Melton Mowbray in Leicestershire and at South Bank on Teesside.

However, the type's full-length drop doors made them particularly versatile and over the decades the wagons saw use in a variety of traffics. These included a batch of 50 built to carry newsprint while other uses

included moving palletised glass bottles, bricks, chemical drums and military stores. Later years would also bring departmental service, while 50 were converted with air brakes and new suspension in 1983 to become the ODAs.

Like the 4mm version, the Farish model portrays the diagram 1/462 design that was built between 1955-57, displaying the correct layout of door hinges and restraints. The body is nicely rendered with thin sides and ends while the vacuum-braked underframe is to the correct pattern. Notable details include the separate and distinctive 'kinked' handbrake levers, metal buffer heads, and vacuum pipes and



coupling hooks in the accessory bag. On the down side, the spring detail is noticeably lacking in relief, being virtually flush with the surface of the W-irons.

Two of the initial trio of releases are pictured here, both coming from the newsprint batch of pipe wagons. No. B484163 is finished in late BR bauxite (377-777) with unboxed lettering and 'Pipe VB' code while No. KDB484176 carries engineers' olive green (377-775) with

departmental ZDV TOPS code.

Overall, another useful addition to the Farish range and like the 'OO' version, it would be good to see an air-braked underframe tooled up in the future to give the ODAs. **M**

**Review by Simon Bendall**

☐ Graham Farish by Bachmann, Moat Way, Barwell, Leicestershire, LE9 8EY. Web: [www.bachmann.co.uk](http://www.bachmann.co.uk)

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The winning entry was unveiled in July 2011 and was the handiwork of Emily Goodman, then aged six.

Emily actually came up with two designs, and on the loco one side depicts the 'day' and features the sun, birds in flight and an extensive rainbow, while the opposite 'night' side includes the moon, a shooting star and an alien.

Now dubbed the 'rainbow' livery and carried by No. 66720, it remains a colourful sight on the network today.

### The model... and how YOU can get one:

The new 'OO' gauge model has been produced with the help of GB Railfreight using the same drawings from which the full size vinyls were prepared.

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specification for the Bachmann Class 66, including directional lighting, a 21-pin DCC socket, bufferbeam accessory pack and numerous separate parts.

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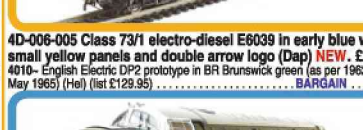
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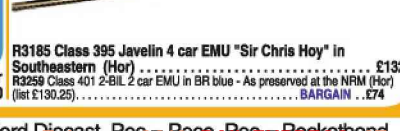
R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) (list £130.25) ..... **BARGAIN** .. £96



31-030^ Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' in Silver Link (unbranded) (Bac) (list £189.95) ..... **BARGAIN** .. £99  
31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) ..... **BARGAIN** .. £116  
31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) ..... **BARGAIN** .. £116



R3185 Class 395 Javelin 4 car EMU 'Sir Chris Hoy' in Southeastern (Hor) ..... £132  
R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £189.95) ..... **BARGAIN** .. £74



R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) (list £189.95) ..... **BARGAIN** .. £74





**UK P&P £4 PER ORDER**  
**£2 per single diecast item**

**£7 guaranteed Next Day delivery**  
(Orders before 2pm)



31-375 Class 416 2-car EPB EMU in BR blue (Bac) **BARGAIN** ... £72  
(list £124.95)  
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) **BARGAIN** ... £84  
(list £104.95)

**Track Maintenance vehicles**



36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) ... £50.96



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) ... £79

**Train sets - analogue**

R1174 Breakdown Hauler Train Set 0-4-0 loco, Breakdown Crane and Support Van (Hor) (list £119.99) **BARGAIN** ... £59



R9284 Percy and the Mail Train Set (Hor) **NEW** ... £72  
R9283 Thomas the Tank Engine Train Set (Hor) ... £54

**Train sets - DCC**



30-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) ... £255

**Coaches**



39-001 2 x Mk1 coaches in 'Works Test Train' in BR blue & grey - weathered (Bac) ... £72.21  
4P-010-044 57 Ft Stanier Corridor Brake LMS Lined Maroon 5535 (Dap) **NEW** ... £115  
C1020 57 Ft Stanier Corridor Brake LMS Lined Maroon 5535 (Dap) **NEW** ... £111  
4P-010-043 60 Ft Stanier Corridor Composite LMS Lined Maroon 3942 (Dap) **NEW** ... £115  
C1010 60 Ft Stanier Corridor Composite LMS Lined Maroon 3942 (Dap) **NEW** ... £111



39-575 BR Hawksworth Auto Trailer Maroon & Cream (Bac) ... £58.61



39-576 BR Hawksworth Auto Trailer Maroon (Bac) ... £58.61  
R4714 BR Mk1 Coach Corridor 2nd Class, Maroon - lights (Hor) **NEW** ... £31  
R4710 BR Mk1 Coach Corridor Brake 2nd Class, Chocolate and Cream (Hor) **NEW** ... £27  
R4707 BR Mk1 Coach Corridor Brake 2nd Class, Crimson and Cream (Hor) **NEW** ... £27  
R4712 BR Mk1 Coach Corridor Composite, BR Green (Hor) **NEW** ... £27  
R4709 BR Mk1 Coach Corridor Composite, Chocolate and Cream (Hor) **NEW** ... £27  
R4706 BR Mk1 Coach Corridor Composite, Crimson and Cream (Hor) **NEW** ... £27



39-151F BR Mk1 FK E13103 1st Class Corridor in Maroon (Bac) **NEW** ... £33.11



39-150D BR Mk1 FK E13241 First Corridor Blue & Grey (Bac) **NEW** ... £33.11



39-153D BR Mk1 FK S13006 First Corridor (SR) Green (Bac) **NEW** ... £33.11  
39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) **BARGAIN** ... £24  
R4699 BR Mk1 Parcels Coach, BR Green (Hor) **NEW** ... £27  
R4698 BR Mk1 Parcels Coach, Crimson and Cream (Hor) **NEW** ... £27  
R4700 BR Mk1 Second Open Coach, Maroon (Hor) **NEW** ... £27



39-026J BR Mk1 SK E24945 2nd Corridor Maroon (Bac) **NEW** ... £33.11



39-025G BR Mk1 SK Second Corridor Blue & Grey E25898 (Bac) **NEW** ... £33.11  
39-051J BR Mk1 SO E4059 Second Open Maroon (Bac) **NEW** ... £33.11  
39-050G BR Mk1 SO E5057 Second Open Blue & Grey (Bac) **NEW** ... £33.11



39-053F BR Mk1 SO S3848 Second Open (SR) Green (Bac) **NEW** ... £33.11  
39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) **BARGAIN** ... £18  
R4701 BR Mk1 Tourist Second Open Coach, Maroon (Hor) **NEW** ... £27  
34-683 Collett 60ft 3rd class corridor 1132 in GWR chocolate & cream (Bac) ... £24.61  
39-525 Southern PLV Passenger Luggage Van Southern Railway Green (Bac) ... £24.61  
R9293 Thomas and Friends - Annie and Clarabel (Hor) **NEW** ... £18

**Wagons**



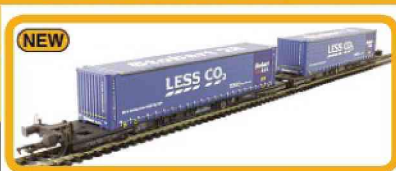
39-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) **BARGAIN** ... £130  
39-030B Single (Bac) ... £24.61  
R6742 3 Plank Wagon 'Jas Turner & Sons' (Hor) **NEW** ... £39.96  
R6741 3 Plank Wagon 'Morton & Storey' (Hor) **NEW** ... £9



R6739 3 Plank Wagon 'Port Talbot Steel Co Ltd' (Hor) **NEW** ... £9  
4F-051-045 5 Plank Twin Pack Wynstay Ruabon & Cefn Mawr & Rhos (Dap) **NEW** ... £18  
4F-051-046 5 Plank Twin Pack Wynstay Ruabon & Cefn Mawr & Rhos Weathered (Dap) **NEW** ... £19  
4F-031-025 6 Wheel Milk Tank CWS (Dap) **NEW** ... £12.50  
4F-031-026 6 Wheel Milk Tank CWS Weathered (Dap) **NEW** ... £13.50  
4F-071-130 7 Plank Gresford Wrexham 224 (Dap) **NEW** ... £9  
4F-071-131 7 Plank Gresford Wrexham 224 Weathered (Dap) **NEW** ... £10  
R6728A BR (ex-LMS) Horse Box M42253M in BR crimson (Hor) **NEW** ... £18  
R6728 BR (ex-LMS) Horse Box M42367M in BR crimson (Hor) **NEW** ... £18



R6726 BR 21 Ton Hopper Wagon (Hor) **NEW** ... £14  
R6663D BR Extra Long CCT Wagon E1359E in BR crimson (Hor) **NEW** ... £18  
38-427 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) ... £46.71  
38-427 Pack of 4 (Bac) (list £239.80) **BARGAIN** ... £172  
38-427 Megapack of 8 (Bac) (list £479.60) **BARGAIN** ... £330  
R6760 CAIB PGA Hopper Wagon (Hor) **NEW** ... £15  
R6727A LMS Horse Box 42442 in LMS red (Hor) **NEW** ... £18  
R6727 LMS Horse Box 42448 in LMS red (Hor) **NEW** ... £18  
R6682D LNER Extra Long CCT wagon 1274 in LNER teal (Hor) **NEW** ... £18



4F-046-001 Megafret Twin Pack - weathered + 2 x 45 Ft High Cube Containers (Dap) **NEW** ... £31



37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95) ... £28



37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac) (list £46.95) **BARGAIN** ... £28  
R6789 RailRoad BP Petrol Tanker (Hor) **NEW** ... £7  
R6787 RailRoad Fuel Tanker Triple Pack - BP, Texaco, Total (Hor) **NEW** ... £16  
R9299 Thomas and Friends - Tanker Triple Pack (Hor) **NEW** ... £22.50  
R9300 Thomas and Friends - Wagon Triple Pack A (Hor) **NEW** ... £22.50  
R9301 Thomas and Friends - Wagon Triple Pack B (Hor) **NEW** ... £22.50

**DCC decoders**



36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) ... £12  
DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) ... £110  
DCR-21PIN-Direct Single (Hat) ... £12  
DCR-21PIN-Direct Box of 5 (Hat) ... £57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) **BARGAIN** ... £70  
36-557 Single (Bac) ... £14.50



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) ... £76  
R8249 Single (Hor) ... £14



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) ... £105  
DCR-8PIN-Direct Single (Hat) ... £13  
DCR-8PIN-Direct Box of 5 (Hat) ... £59

**DCC accessory decoders**

R8247 DCC accessory decoder (for points and motors) (Hor) ... £32

**DCC controllers**



R8214 DCC Elite unit digital controller (Hor) ... £205



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) ... £68



36-504 EZ Command Dynamics Ultima DCC system (Bac) ... £250.71

**DCC accessories**

Speaker Rectangle 2x25x8 22mm x 58mm Rectangular 4 ohm 1.5 watt Bass Reflex speaker - clips into Depol OO locos (Hat) **NEW** ... £8.20

**Electronic components**  
R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) ... £48

**Spares**



SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) ... £2.50

**Man-made scenic structure - railway-related**



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hat) ... £199  
LK-55 70ft Well type turntable (Pec) ... £36

**Buildings - general**



R9820 Skaledale Diesel Fuel Tank (Hor) **NEW** ... £12.95  
R9819 Skaledale High Brooms Platform Building (Hor) **NEW** ... £33.32  
R9823 Skaledale Platform Subway (Hor) **NEW** ... £17.58



44-0046 Corner Store (Bac) **NEW** ... £33.96  
44-269 Low Relief Cement Board Warehouse (Bac) **NEW** ... £21.21



44-260 Low Relief Local Garage (Bac) **NEW** ... £23.76  
44-259 Low Relief Office Block (Bac) **NEW** ... £23.76

**Man-made scenic structure - non-railway**

GM381 Roadside Crash Barriers (Gau) **NEW** ... £5.50

**Track - Code 100 Streamline**



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) ... £66  
SL-100 Single (Pec) ... £3  
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) ... £3  
SL-102 Pack of 25 (Pec) ... £70  
SL-89 3 way medium radius point insulfrog (Pec) ... £25  
SL-89 Double slip insulfrog (Pec) ... £31  
SL-E98 Left hand large point electrofrog (Pec) ... £12  
SL-89 Left hand medium point (Pec) ... £10  
SL-E98 Left hand medium point electrofrog (Pec) ... £10



SL-E92 Left hand small point electrofrog (Pec) ... £9.50  
SL-95 Right hand medium point (Pec) ... £10  
SL-E95 Right hand medium point electrofrog (Pec) ... £10  
SL-91 Right hand small point (Pec) ... £9.50  
SL-E91 Right hand small point electrofrog (Pec) ... £9.50

**Track - Code 75 FineScale Streamline**

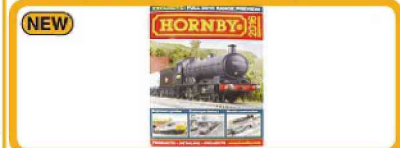


SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) ... £72  
SL-100F Single (Pec) ... £3



SL-E196 Finescale left hand medium point electrofrog (Pec) £12  
SL-E195 Finescale right hand medium point electrofrog (Pec) ... £12

**Track & Points**



R601 Double Straight (Hor) ... £2.25  
R601 Box of 24 (Hor) ... £49  
R8072 Left Hand Standard Point (Hor) ... £9  
36-603 Long straight track nickel silver (same as R603) (Bac) ... £2.76  
36-603 Box of 10 (Bac) (list £34) **BARGAIN** ... £24.80

**Railway publications**

R8153 Hornby 2016 140-page handbook - replaces annual catalogue (Hor) **NEW** ... £6



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## Buses

22914 Bedford TK short Boxvan - BR Rail Express Parcels (EFE) **NEW** ..... £25**NEW**14017 Bristol FLF Lodekka 'Bristol Omnibus' (EFE) **NEW** ..... £28**NEW**16539 Leyland MCW Atlantean 'City of Manchester' (EFE) **NEW** £28  
17707 Leyland National Mkl 'Colchester Transport' (EFE) **NEW** ..... £28**NEW**17511 Leyland National Mkl 1 Door 'Highland Scottish' (EFE) **NEW** £28  
OM46507A Wright Eclipse Gemini 2, Delaine, 101 Bourne (Cor) (list £29.99) **NEW** ..... BARGAIN ..... £24**NEW**OM46507B Wright Eclipse Gemini 2, Delaine, 102 The Deepings (Cor) (list £29.99) **NEW** ..... BARGAIN ..... £24

## Cars

**NEW**76VV001 Vauxhall Vectra Rio Verde (Oxf) **NEW** ..... £5

## Commercial vehicles

76LAN188019 Land Rover AA (Oxf) **NEW** ..... £4**NEW**76SCA04LL Scania R Series Topline low loader 'McFadyens' (Oxf) **NEW** ..... £19**NEW**76SHL10WF Stobart - Graham Lee (Oxf) **NEW** ..... £18

## O Gauge (1:43 Scale)

## Diesel locos



6001 Class 60 diesel in Loadhaul (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) ..... £499

## Wagons

7F-080-017 8 Plank Derbyshire Carriage 1945 (Dap) **NEW** ..... £37  
7F-080-017W 8 Plank Derbyshire Carriage 1945 Weathered (Dap) **NEW** ..... £37  
7F-080-018 8 Plank Stewart & Lloyds 6309 (Dap) **NEW** ..... £34  
7F-080-018W 8 Plank Stewart & Lloyds 6309 Weathered (Dap) **NEW** ..... £37  
4375 BR black D893021 - Dogfish (Hel) ..... £79

## Cars

VA13207A Vauxhall Astra Mk2 GTE 16V, Arctic White, 'Vauxhall Heritage Centre', RHD (UK) (Cor) (list £19.99) **NEW** ..... BARGAIN ..... £16

## Any or Multiple Scales

## Analogue controllers

COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) ..... £30  
DS Double power controller brake simulator (Gau) ..... £119

D Double/Twin track power controller (Gau) ..... £69



Q Quadruple 4 circuit power controller (Gau) ..... £130

## Analogue power supplies

M1 Transformer Output 2 x 16V AC 1A (Gau) ..... £37

## Analogue point control

PLS-100 SmartSwitch Set for 4 servo control &amp; operation, switches, control board &amp; digital readout for Analogue operation (Pec) ..... £52

## DCC decoders

DCR-8PIN-HarnessMini Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) ..... £99  
DCR-8PIN-HarnessMini Single (Hat) ..... £11  
DCR-8PIN-HarnessMini Box of 5 (Hat) ..... £50

## DCC accessory decoders

DCD-ADS2FX COBALT Solenoid Accessory Decoder (2 Output) (DCC) ..... £17

DCD-ADS8FX COBALT Solenoid Accessory Decoder (8 Output) (DCC) ..... £56

## DCC controllers

DCP-AUX Cobalt Alpha Box Unit (DCC) **NEW** ..... £105DCD-AEU Cobalt Alpha Main Unit (DCC) **NEW** ..... £52

50200 ECoS Command Station DCC controller full colour LCD touch screen &amp; dual controllers motorised dials &amp; easy CV (ESU) ..... £509



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) ..... £215



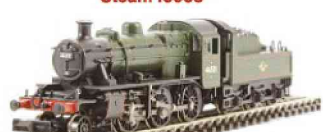
DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) ..... £124

## DCC accessories

DCD-RGB Cobalt Alpha 3 Wire RGB Ribbon (5m) (DCC) **NEW** ..... £8DCD-ACL Cobalt Alpha 6ft 6 Wire RJ12 Curly Cord (DCC) **NEW** ..... £9DCD-AEC Cobalt Alpha Central Integrated 12 Way Digital Switch (DCC) **NEW** ..... £130DCD-DSB Cobalt Alpha Switch D Set Digital Devices (12 x Blue) (DCC) **NEW** ..... £34DCD-DSG Cobalt Alpha Switch D Set Digital Devices (12 x Green) (DCC) **NEW** ..... £34DCD-DSR Cobalt Alpha Switch D Set Digital Devices (12 x Red) (DCC) **NEW** ..... £34DCP-SFH Cobalt Solder-Free Connectors (3) (DCC) **NEW** ..... £12.95

## N Gauge

## Steam locos



372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) ..... £93.46

## Train packs

370-500 Cumbrian Mountain Express Train Pack Coronation Class 46229 'Duchess of Hamilton' in BR maroon late crest, 3 x Mk1 coaches in blue/grey & Scenecraft 'Als Gill' Signal box (Gra) ..... £131.71  
370-300 Landship Train Train Pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) ..... £99.21

## Diesel locos

371-021A Class 06 Shunter D3785 in BR Green Late Crest (Gra) ..... £78.46

2D-021-003 Class 156 156403 Central Trains Express Livery (Dap) **NEW** ..... £99  
2D-004-002 Class 56 diesel loco 56001 in Railfreight triple grey construction sector (Dap) **NEW** ..... £113.80  
2D-004-002D Class 56 diesel loco 56001 in Railfreight triple grey construction sector (DCC Fitted) (Dap) **NEW** ..... £134.70  
2D-004-000 Class 56 diesel loco 56003 in Loadhaul black & orange (Dap) **NEW** ..... £113.80  
2D-004-000D Class 56 diesel loco 56003 in Loadhaul black & orange (DCC Fitted) (Dap) **NEW** ..... £134.702D-004-004 Class 56 diesel loco 56016 in Railfreight triple grey coal sector (Dap) **NEW** ..... £113.80  
2D-004-004D Class 56 diesel loco 56016 in Railfreight triple grey coal sector (DCC Fitted) (Dap) **NEW** ..... £134.70  
2D-004-001 Class 56 diesel loco 56019 in Railfreight red stripe (Dap) **NEW** ..... £113.80  
2D-004-001D Class 56 diesel loco 56019 in Railfreight red stripe (DCC Fitted) (Dap) **NEW** ..... £134.70  
2D-004-003 Class 56 diesel loco 56022 in BR blue (Dap) **NEW** ..... £113.80  
2D-004-003D Class 56 diesel loco 56022 in BR blue (DCC Fitted) (Dap) **NEW** ..... £134.70  
371-635 Class 70 Powerhaul 70006 Freightliner (Gra) (list £119.95) **BARGAIN** ..... £82.50

## Electric locos

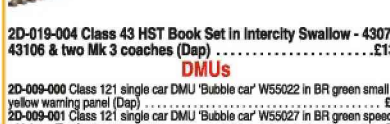
371-802 Class 91 electric 91201 'Archbishop Thomas Cranmer' DVT GNER. (Gra) (list £114.40) ..... BARGAIN ..... £49



2D-019-002 Class 43 HST Book Set in First Great Western purple - 43177, 43165 &amp; two Mk 3 coaches (Dap) ..... £135



2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 &amp; two Mk 3 coaches (Dap) ..... £135



2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 &amp; two Mk 3 coaches (Dap) ..... £135



371-558 Class 158 2 Car DMU 158871 ScotRail (Gra) (list £144.95) ..... BARGAIN ..... £89



371-741-1 Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends. (Gra) (list £269.95) ..... BARGAIN ..... £171

371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) ..... BARGAIN ..... £99  
371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) ..... BARGAIN ..... £99  
372-677 Class 411 4 CEP 4-car EMU in BR blue & grey (Gra) ..... £137.02

## Train sets - DCC

## Countryside Coal

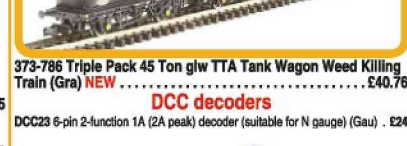


370-080 Countryside Coal Digital Set Class 3F Jinty No.23 in SDJR Blue, Midland Brake Van, 7 Plank Wagon &amp; 5 Plank Wagon (Gra) ..... £140.21

## Coaches

2F-038-031 20T Steel Mineral BR B315752 (Dap) **NEW** ..... £10.35  
2F-038-032 20T Steel Mineral BR B315752 Weathered (Dap) **NEW** ..... £11.25  
374-083A BR Mk1 BCK Brake Corridor Composite (SR) Green (Gra) **NEW** ..... £24.61  
374-081A BR Mk1 BCK Brake Corridor Composite Crimson & Cream (Gra) **NEW** ..... £24.61374-087 BR Mk1 BCK Brake Corridor Composite Intercity (Gra) **NEW** ..... £24.61374-013C BR Mk1 SO Second Open Blue & Grey (Gra) **NEW** ..... £24.61  
374-010D BR Mk1 SO Second Open Crimson & Cream (Gra) **NEW** ..... £24.61374-012D BR Mk1 SO Second Open Maroon (Gra) **NEW** ..... £24.61

## Wagons

373-776E 45 Tonne glw TTA Tank Wagon 'ESSO' (Gra) **NEW** ..... £13.56373-779 45 Tonne glw TTA Tank Wagon 'ICI Methanol' (Gra) **NEW** ..... £13.562F-013-025 Gunpowder Van SR Improved 59065 (Dap) **NEW** ..... £82F-013-026 Gunpowder Van SR Improved 59065 Weathered (Dap) **NEW** ..... £9373-786 Triple Pack 45 Ton glw TTA Tank Wagon Weed Killing Train (Gra) **NEW** ..... £40.76

## DCC decoders

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) ..... £24



36-558A 6-pin 2-function decoder (suitable for OO &amp; N gauge locos and use on analogue track) (Bac) ..... £15.25

## Accessories

GM59 Wheel Cleaning Brush (Gau) **NEW** ..... £14.50

## Spares

SL-310 Rail Joiners/Fishplates for N &amp; O09 gauge (24 per pack) (Pec) ..... £2

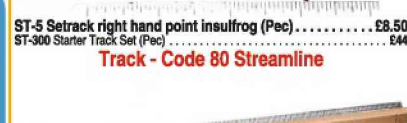
## Man-made scenic structure - non-railway

GM396 Roadside Crash Barriers (Gau) **NEW** ..... £5.50

## Track - Code 80 Setrack

ST-11 Double straight track (Pec) ..... £1.50

ST-8 Setrack left hand point insulfrog (Pec) ..... £8.50



ST-5 Setrack right hand point insulfrog (Pec) ..... £8.50

ST-300 Starter Track Set (Pec) ..... £44

## Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) ..... £64

SL-300 Single (Pec) ..... £3

SL-E396 Left hand medium point insulfrog (Pec) ..... £9

SL-395 Right hand medium point insulfrog (Pec) ..... £9

## Commercial vehicles

NLRT201 Leyland Royal Tiger Bubble (Oxf) **NEW** ..... £7





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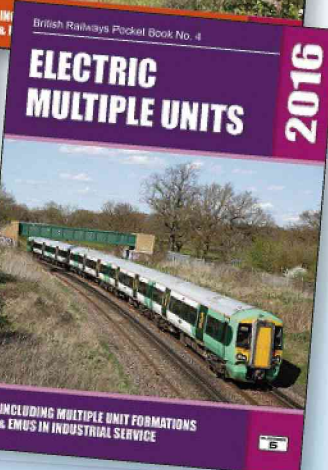
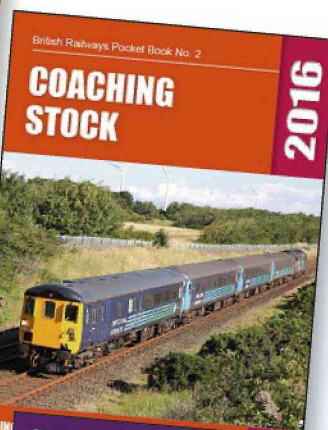
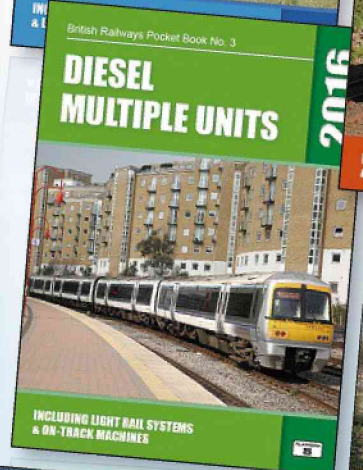
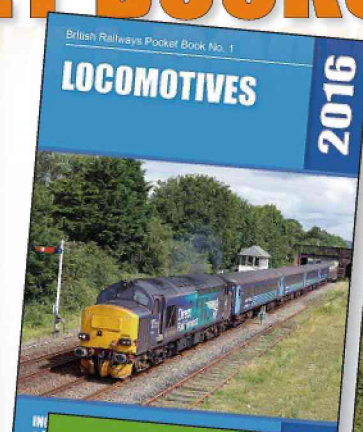
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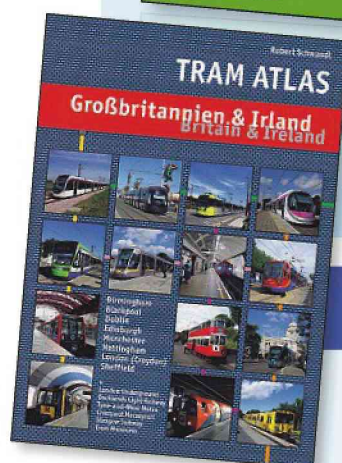
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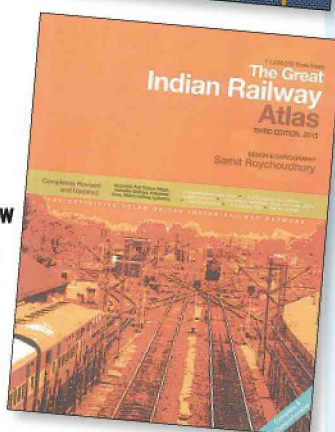


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# Freightliner Class 66/5 stands in on charter

Rare passenger outing for Freightliner machine following failure of rostered DB Schenker Class 67.

AN ISSUE with wheelflats on No. 67006, which has worked the 'York & Durham Noel Explorer' from Taunton to Newcastle on December 5, saw Freightliner's No. 66515 hired by DB Schenker to haul the return leg of the Pathfinder charter, as there were no other spare DB locos available in the area.

The failure of the '67' caused the departure from Newcastle to be delayed by more than an hour and, as a result, it was expected that the tour would have to terminate at Bristol, with passengers

for destinations south thereof returning by bus. However, good regulation in the Midlands saw more than 40 minutes made up, meaning the train was able to run through to Taunton.

## FIRST SINCE 2009

The appearance of No. 66515 was the first railtour working by a Freightliner Class 66 for a number of years.

The previous example was on January 24, 2009, when No. 66596 traversed a number of lines in the North West with No. 66007 on the 'Mersey

Mancunian' mini-tour from Manchester.

In the years leading up to that, several members of the Freightliner fleet had been used on charters, and they were also regular attendees at galas until 2003. More than 50 examples are known to have hauled passenger trains at some point.

Just a few days after No. 66515's debut passenger working, a particularly sought-after DB Schenker example, No. 66088, put in an appearance with No. 66023 on UK Railtours' 'Swaythling Bands' tour, which ran from Victoria to

Fawley on December 8. The loco's only previous passenger working had been back in June 2003, when it was used on a leg of a four-day Hertfordshire Rail Tours dining excursion – not the sort of tour haulage fans would be on!

## REPEAT APPEARANCE

The same two DBS '66s' also worked the 'Fifth Continent' tour the next day – although, being a circular tour, only No. 66088 provided power on the tour itself, No. 66023 being confined to empty stock movements. **B**

## Event cancelled after behaviour issues on tour

ANTISOCIAL behaviour by a small number of youthful participants on board Pathfinder's 'Jolly Marketeer' tour to Chichester on November 28 resulted in DRS cancelling a tour from Swindon to Scarborough two weeks later.

The TOC expressed concern after several individuals on board were seen to be hanging out of Standard Class carriage doors arm waving, despite requests from train crew and stewards not to do so, and ignoring advice in the tour booklet.

Pathfinder says that such behaviour will not be tolerated and that, if necessary, anyone behaving in this manner will be ejected from the train at the first available opportunity and will be banned from travelling on future charters with the firm. Indeed, the identity of those involved will be made known to other operators to effect a nationwide ban. This has already been done with the November 28 offenders.

## FUTURE CHANGES

Discussions are now taking place with Riviera Trains (as rolling stock owner), DRS and other charter TOCs with regard to the future management and stewarding of tours to create an updated set of stewarding guidelines.

It is now likely that the actions of a small minority of individuals will result in a tightening up of measures – which hopefully will stop short of fitting window bars (as occurred in the 1990s), but may lead, for example, to no congregating by the door windows, which will have to be in the raised position while the train is moving.

One thing is clear, the behaviour seen on November 28 is not acceptable on the 21st century railway, where we are still privileged to be able to travel on the main line in Mk.1 carriages behind classic traction.

## Class 59s in the spotlight

TO MARK the 30th anniversary of their introduction, Class 59s are due to appear on two charter trains in the next few months.

The first, on February 20, is a traditional railtour to Whatley and Merehead, and is expected to feature two examples from the Mendip Rail Class 59/0 fleet as well as a DB Schenker Class 59/2 and possibly a Mendip Rail Class 08. The second tour is a British Pullman outing from Victoria to Minehead on May 14, which is being promoted by UK Railtours.

## PAST WORKINGS

The accompanying table provides details of the most recent charter train operated by each member of the class.

Dates marked \* indicate the loco has operated passenger trains more recently at galas on the West Somerset Railway.

Clearly, the rarest example in recent

## CLASS 59: LAST CHARTER TRAIN APPEARANCES

Number	Owner	Date	Details
59001	AI	11.02.12	Angel of Bedlam (UKR)
59002	AI	13.09.03*	Mendip Branch Explorer (PT)
59003	GBRf	28.08.95*	Crewe Excursioner (PT)
59004	AI	11.06.05	Mendip Quarryman (HRT)
59005	AI	13.09.08	Chest er Explorer (PT)
59101	HA	28.05.01	Cornish Quarryman (PT)
59102	HA	22.06.08	Merehead Open Day special (PT)
59103	HA	08.05.04*	West Somerset Gala tour (HRT)
59104	HA	13.09.08	Chester Explorer (PT)
59201	DBS	13.12.08	Lancs Lincs (PT)
59202	DBS	05.06.10	Powys Chugger (PT)
59203	DBS	17.08.11	Bath Spa Express (TE)
59204	DBS	11.02.12	Angel of Bedlam (UKR)
59205	DBS	17.01.15	Mendip Maurauder (PT)
59206	DBS	13.06.09*	Thames Towy (UKR)

**Owner codes:** AI – Aggregate Industries (formerly Foster Yeoman), DBS – DB Schenker, GBRf – GB Railfreight, HA – Hanson

**Promoter codes:** HRT – Hertfordshire Rail Tours, PT – Pathfinder Tours, TE – Torbay Express, UKR – UK Railtours.

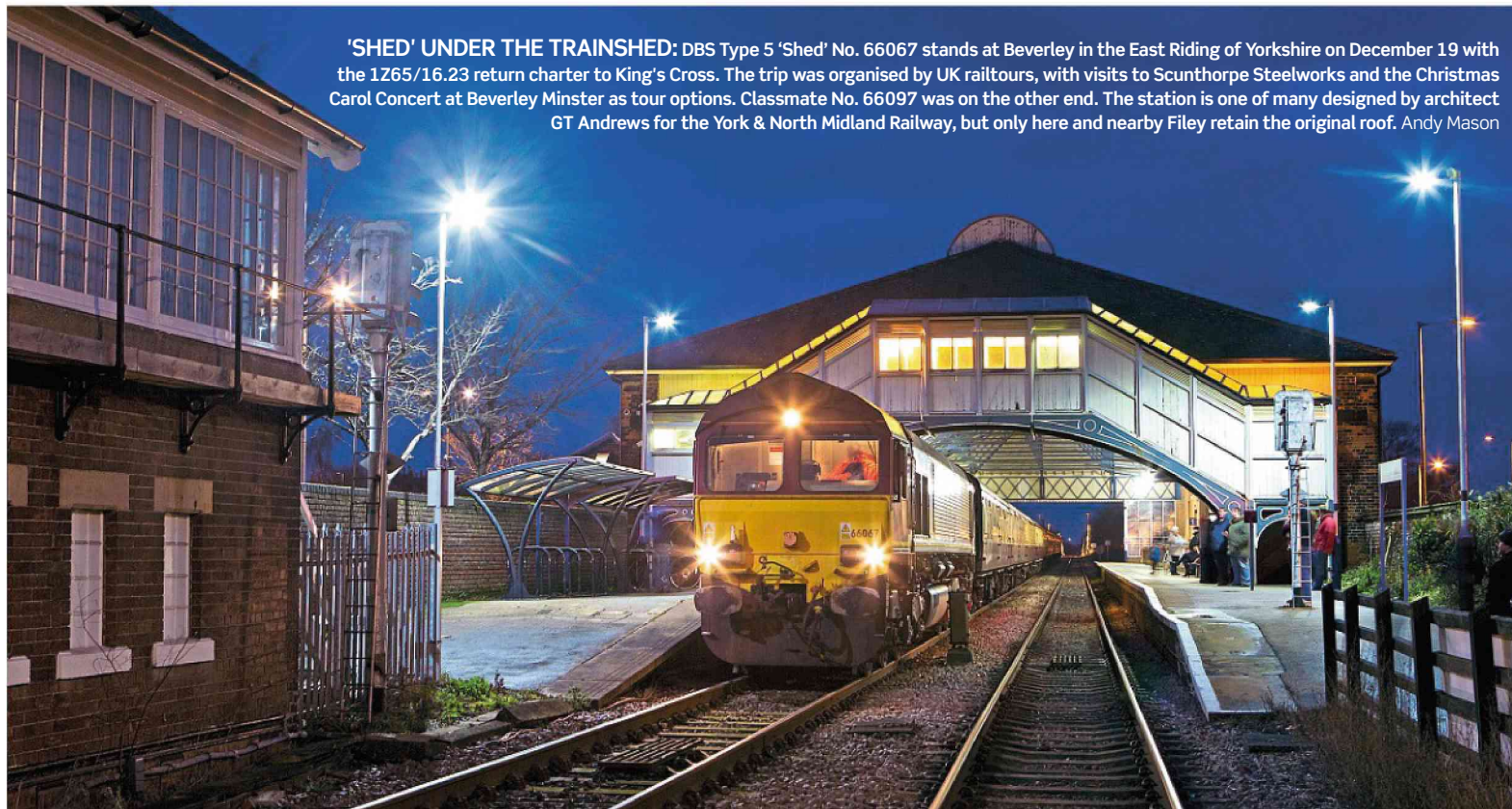
years is one from the sub-class which has not been advertised to work either of the forthcoming tours: No. 59101 *Village of Whatley* has not undertaken a

passenger working for almost 15 years. Prior to its last appearance, it had been used at the Severn Valley Railway in 1992 and a further charter in 1995.



**OLD SARUM 'THUMPER':** Hastings DEMU No. 1001, powered by Class 202 power cars Nos. 60116 *Mountfield* & 60118 *Tunbridge Wells*, is pictured at Salisbury on December 5 with Hastings Diesels' 'Salisbury Star 2', the 1284/07.36 from Hastings. Mark Few





'SHED' UNDER THE TRAINSHED: DBS Type 5 'Shed' No. 66067 stands at Beverley in the East Riding of Yorkshire on December 19 with the 1Z65/16.23 return charter to King's Cross. The trip was organised by UK railtours, with visits to Scunthorpe Steelworks and the Christmas Carol Concert at Beverley Minster as tour options. Classmate No. 66097 was on the other end. The station is one of many designed by architect GT Andrews for the York & North Midland Railway, but only here and nearby Filey retain the original roof. Andy Mason

## IN BRIEF

### NOT JUST IN THE UK...

THERE have been a number of occasions over the years where the advertised motive power on tours has failed to materialise, leading to disappointment for participants. This doesn't just happen in the UK – in Germany on December 5, 'Warship'

No. V200 033 (which the Western Region Class 42/43 'Warships' were descendants of) was unable to operate a booked tour as planned due to boiler problems, and another vintage diesel belonging to a private operator was substituted.

Fortunately, the issues were

rectified and the loco was able to work its next booked tour a week later.

### PINES EXPRESS REVISITED

UK Railtours has teamed up with GB Railfreight to run a 'Pines Express' tour taking in the route from Manchester to Bournemouth on April 30. The

triangular tour starts at Euston and should feature a Class 86 (expected to be either No. 86101 *Sir William A Stanier FRS* or No. 86401 *Mons Meg*) to Manchester Piccadilly, where a Class 66 will take over for the run to Bournemouth. A pair of Class 73s will then return the train to Waterloo.

## FORTHCOMING TOURS FOR FEBRUARY

Date	Tour Name	From-To	Motive Power	Promoter
5	Murder Mystery Lunch	Victoria circular	Unspecified (DBS)	BBP
6	Golden Age of Travel by Steam	Victoria circular	Steam: 60163	BBP
6	Winter Cumbrian Mountain Express	Euston-Carlisle	86259 (LR), Steam: 46115 or 46233	RTC
6	North Wales Coast Express	Carnforth-Holyhead	Unspecified, Steam: 46100	RTC
7	Brunch	Victoria circular	Unspecified (DBS)	BBP
7	Afternoon Tea	Victoria circular	Unspecified (DBS)	BBP
7	Third Rail Centenary Tracker	Hooton-Birkenhead/Southport	Class 508x2 (ME)	BLS
7	Flying Pig	Waterloo-Weymouth	Class 442 (SN)	UKR
12	Valentine's Day Lunch	Leeds/York circular	Unspecified (DRS)	BNB
13	The Dinner	Victoria circular	Unspecified (DBS)	BBP
13	Valentine's Day Lunch	Manchester/Liverpool circular	Unspecified (DRS)	BNB
13	Valentine White Rose	King's Cross-York	Steam: 60009 or 70000	RTC
13	Valentine's Express	Tyseley-East Mids circular	Steam: 4965	VT
14	Red Rose	Paddington-Worcester	Steam: 60163	A1SLT/UKR
14	Valentine's Day Lunch	Victoria circular	Unspecified (DBS)	BBP
14	Valentine's Day Lunch	Birmingham/Coventry circular	Unspecified (DRS)	BNB
14	Tin Bath	Preston-Sheffield	Steam: 44871+45407	RTC
17	Pendle Dalesman	Coventry-Carlisle	Unspecified (WCRC)	WCRC
20	Historic Bath	Victoria-Bath	Unspecified (DBS)	BBP
20	Fifty-Niner	Banbury-Whately/Merehead	Class 59/0x2, 59/2, possible 08	PT
20	Winter Cumbrian Mountain Express	Euston-Carlisle	86259 (LR), Steam: 46100/115 or 46233	RTC
27	Murder Mystery Lunch	Victoria circular	Unspecified (DBS)	BBP
27	Winter Cumbrian Mountain Express	Euston-Carlisle	86259 (LR), Steam: 46100/115 or 46233	RTC
27	Snow on Settle-Carlisle?	Peterborough-Carlisle	Unspecified (WCRC)	WCRC

### Promoter Codes:

A1SLT – A1 Steam Loco Trust, BBP – Belmond British Pullman, BLS – Branch Line Society, BNB – Belmond Northern Belle, PT – Pathfinder Tours, RTC – Railway Touring Company, UKR – UK Railtours, VT – Vintage Trains, WCRC – West Coast Railways.



# Runners in preservation: the 2016 list

Our annual survey of operational ex-BR main line diesels

SINCE the review of working diesels in preservation a year ago, some 18 locos have returned to traffic, although one of those – No. 37057 – has since left preservation for the time being and is now part of the Colas fleet. A similar number of locos have been stopped for a variety of reasons or are no longer considered to be preserved.

In addition to No. 37057, a further two locos – Nos. 20205 and 56006 – made their debut outings in preservation during 2015, the 'Chopper' immediately departing the Midland Railway–Butterley on a hire contract, based at Ripple Lane.

A further 15 locos (Nos. D1015, D5185/25035, 5518/31101, 6940/37240, 25057, 26007, 33201/02, 37025, 37418, 45060, 47765, 47798, 50031, 50042) returned to traffic after periods undergoing attention/restoration. Of these, No. 37025 *Inverness TMD* has recently gained main line certification (see separate story).

Also now operational is No. 73130 at Finmere, Oxfordshire. The 'ED', retaining its Scharfenburg coupling from its Eurostar days, would be a major attraction if it were to attend a diesel gala.

## OUT OF ACTION

Of the locos taken out of use in 2015, several are receiving repairs and should return to traffic in due course.

Two 'Deltics' – Nos. D9016 Gordon Highlander and 55002 *The King's Own Yorkshire Light Infantry* – are undergoing bodywork attention at Boden Rail and Shildon respectively, and the latter should be completed before the end of March. Also at Boden Rail for attention is Class 47 No. D1705 *Sparrowhawk*, normally



Class 31 No. 5518 (31101) was one of 18 preserved diesel locos that returned to traffic in 2015. It is one of two Class 31s based at the Avon Valley Railway (along with No. 31130), and in the lead up to Christmas was used on the line's 'Santa Specials', top-and-tailed with a steam loco. On December 23, it is pictured heading towards Avon Riverside with the 10.30 Bitton-Bitton via Oldland Common and Avon Riverside. John Stretton

resident at the Great Central Railway.

Three 'Cromptons' have been stopped, but progress is being made on returning all three to service. Nos. D6501 (33002) and 33035 are both receiving generator repairs, while No. D6515 (33012) *Lt Jenny Lewis RN* is at Burton for remedial attention to its wheelsets. No. 33053 is having bodywork repairs carried out, as is KWVR 'Rat' No. 25059.

No. 37250 was stopped with leaking cylinder liners, while 'Peak' No. D8 (44008) *Penyghent* is out of action for overhaul, having been taken out of service in May. This means there are currently no operational examples of Classes 44 or 46. Class 14 No. D9525 is also out of use at Peak Rail, while Derby City Council's No. 25321 has also been laid up at Butterley.

Three Class 31s stopped during

the year were Nos. 31414/D5814 at Ecclesbourne, which has since been sold; Nos. 5580 (31162) and 31108 at Butterley for engine/bodywork repairs, respectively; and No. D5600 (31435), laid up at the Embsay & Bolton Abbey Railway. Another Embsay resident – 'Teddy Bear' No. D9513 – was taken out of service after developing a bearing fault.

## 2016 RETURNEES?

Twelve months ago, *Rail Express* suggested 13 locos which were candidates for a return to service in 2015. Seven of these appeared during the course of the year, and the other six (Nos. D212/40012 *Aureol*, D5054/24054, D6948/37248, D7018,

D9551, and 50049 *Defiance*) may well now return in 2016 – indeed, Class 37 No. D6948 is booked to return to service on March 19.

Other locos that should appear during the year, all of which are in the final stages of repair or restoration, include Nos. D182 (46045), D213 (40013) *Andania*, D335 (40135), D5627 (31203), D9523, 25059, 37009/190 and 45132. Of these, No. 37190 returned to Butterley on December 22 following repairs by Boden Rail at Washwood Heath.

The accompanying table provides details of all operational diesels and electro-diesels from Class 14 upwards. Locos stopped for minor/short-term repairs are also included in this list.

## OPERATIONAL PRESERVED DIESELS (CLASS 14 UPWARDS)

Class 14:	D9504/16/20/21/26/29/31/37/39/55, 14901.
Class 17:	D8568.
Class 20:	D8020/59, D8137, 20031/48/98, 20205/14/27.
Class 24:	5081.
Class 25:	D5185, D5217, D7535, D7612/28/29, 25057.
Class 26:	D5310/14, 26007/38/43.
Class 27:	D5401, 27024/50.
Class 31:	D5631, D5830, 5518, 31130, 31206/55/71/89, 31327, 31438/66, 31530.
Class 33:	D6575, 6535, 33021/63, 33102/09/10, 33201/02.
Class 35:	D7017/76.
Class 37:	D6732, 6940/75, 37025/29/75, 37109/42, 37215/64/94, 37418, 37674.
Class 40:	345, 40106.
Class 41:	41001.
Class 42:	D832.
Class 45:	D123, 45041/60, 45108/33/49.
Class 47:	D1661, 47192, 47205/92, 47367/76, 47401, 47579/80/96, 47635/43, 47712/65/73/98.
Class 50:	50015/27/35/42.
Class 52:	D1015/62.
Class 55:	D9009, 55019/22.
Class 56:	56006/97, 56301.
Class 73:	E6003/36, 73001, 73110/18/29/30, 73210.



Due to return to traffic in March is Class 37 No. D6948 (37248), pictured looking immaculate in the shed at Toddington, Gloucestershire-Warwickshire Railway, on December 29. John Pearson



## IN BRIEF

### BRIGHTON BELLE PROGRESS

ON November 16, Brighton Belle car No. 282 *Doris* was moved from the Bluebell Railway to Barrow Hill to be prepared for main line use as part of the 'Brighton Belle' project. It was acquired for the project back in 2011, when the railway received former Golden Arrow car No. S307S as a replacement. It is hoped that the unit will undergo proving trials in April/May 2016, and enter service later in the year.

### G-WR DEPARTURES

THE planned departures of Nos. 03069 and D9553 from the Gloucestershire-Warwickshire Railway took place during December. The Class 03, which is mid-way through an overhaul, was taken to the Vale of Berkeley Railway's workshops at Sharpness (Gloucestershire) on December 7, while the 'Teddy Bear' arrived on January 6 via a spell at Wishaw (Warwickshire).

### 'COR' CAR MOVES TO WISHAW FOR STORE

HAVING been given advice that the vehicle could no longer be accommodated at the Bluebell Railway, 4-COR driving motor car (DMBTO) No. 11201 has been taken to Moveright International's Wishaw site for storage. Now covered in a tarpaulin, it had been on display at Horsted Keynes for almost 10 years.

### ANOTHER 'GOYLE' JOINS A1A FLEET

PUT up for sale during November, the Ecclesbourne Valley Railway's No. 31414 has been sold and has become part of the A1A Locomotives fleet. A1A already owns Nos. 5580 (31162) and 31108/418 at Butterley (where a shed has recently been built), and No. 31271 *Stratford 1840-2001* at the Nene Valley Railway.

### 125 GROUP MK.3 COACHES GO FOR REPAINTING

THE three Mk.3 coaches owned by the 125 Group/Valenta Diesels have been moved to Kilmarnock for repainting by Wabtec Rail Scotland. The coaches were collected by Nos. 56098/301 on December 11 and moved north on the 5256/09.08 Hotchley Hill-Kilmarnock.

### 4-VEP REPAIRS COMPLETED

BODYWORK corrosion repairs and repainting of the Bluebell Railway's 4-VEP No. 3417 has been completed at Bombardier, Ilford. The unit departed as the 5023/21.47 Ilford-Strawberry Hill on December 22, sandwiched between Nos. 73965 and 73962.

### SANDWELL '27' ARRIVES AT BARROW HILL

CONTINUED problems in gaining road access to UK Rail Leasing's Leicester depot have resulted in No. D5410 being moved to Barrow Hill after a short spell at Heanor's yard at Langley Mill, Derbyshire.



**CLASS 58 TRANSFERRED TO LEICESTER:** With the loco having undergone work to make it fit for movement over the past few months, the Class 58 Locomotive Group's No. 58016 departed Barrow Hill for UK Rail Leasing's depot on December 15, sandwiched between Nos. 56098 and 56301, running as 0257/13.50 Barrow Hill-Leicester. The loco is pictured at Leicester the following day with the two transfer 'Grids'. The three Class 37's visible are (from left) Nos. 37905, 37884 and 37906. Martin Turner

## Large logo Class 37 gains main line certificate

THE Scottish Thirty-Seven Group's No. 37025 *Inverness TMD* was certified for main line running on December 18, after a delay of several months.

The English Electric Type 3, based at the Bo'ness & Kinneil Railway, was originally expected to return to use on Network Rail metals back in May, but

issues with various items – including the TPWS equipment – caused delays.

The loco has yet to venture out onto the main line, but is expected to appear on a number of SRPS charters during the course of the year.

The overhaul of SRPS-owned No. 37403 at Bo'ness is virtually

complete and it is due to be moved to RVEL, Derby for repainting, prior to going on hire to Direct Rail Services.

Another SRPS loco – No. 27005 – has been moved out of the museum at Bo'ness, where it has been on display since 2002, and progress is now being made on returning it to service.



**GWR RAILCAR GOES ON DISPLAY AT NRM:** A new exhibit at the National Railway Museum is former GWR railcar No. 4, which has arrived on loan from Steam – Museum of the Great Western Railway, at Swindon. The loan is to enable the Swindon site to accommodate two of the NRM's steam locos for the Swindon 175 event in 2016. The railcar is pictured on the turntable in York on December 16. Paul Bickerdyke





**LONGEST-PRESERVED '47' SEES ACTION:** Type 4 No. 47192, which was preserved back in 1988 and last saw any reasonable use in 2008, was in action at the Weardale Railway in the run up to Christmas. It is pictured paired with classmate No. 47712 at the rear of a 'Polar Express' trip on December 23, which was being hauled towards Wolsingham by green-liveried Type 2 No. 31452. Andrew Wilkinson

## 'Whistler' to visit Washwood Heath

WORK on returning No. D335 (40135) to traffic, which has included the overhaul of the auxiliary generator, work on the control cubicle, and fitting of new coolant hoses, is nearing completion and the loco is expected to move to Washwood Heath for bodywork attention in the near future.

The CFPS hopes to have the loco back in service during the spring, and also plans to have the loco's

steam-heat boiler back in action in time for next winter.

Consideration is also being given to reactivating the steam heat boiler on newly-acquired No. 40106 *Atlantic Conveyor*, which is due to move from Bo'ness to the East Lancashire Railway in the next few months. The loco's boiler was last used when the loco was based at the Nene Valley Railway.



**'CHOPPER' MEETS 'PEAK':** The Gloucestershire & Warwickshire Railway's 'Christmas Cracker Mixed Traction Gala' on December 29/30 included Class 20 No. D8137 (20137), working the 14.25 Laverton-Cheltenham Racecourse, crossing Class 45 No. 45149 and the 14.00 Cheltenham Racecourse-Laverton at Toddington on the first day. John Pearson

## DIESEL DIARY

### 'Crompton', 'Deltic' and 'Peak' for SVR gala

THE Severn Valley Railway has announced details of three visiting engines that should be attending its diesel gala, which this year takes place in May. The Pioneer Diesel Loco Group will be supplying Nos. 33035 and 45060 *Sherwood Forester*, while 'Deltic' No. D9002 *The King's Own Yorkshire Light Infantry* will be appearing in two-tone green livery, following its display at the 'Stunts, Speed and Style' event at the NRM from March 25 to May 8. The 'Deltic' will also be used on a series of driver experience courses during its visit.

### Diesel Galas

**February 20-21:** East Lancashire Railway

**March 5-6:** Ribble Railway

**March 19-20:** Great Central Railway

**April 1-3:** Mid Norfolk Railway

**April 2-3:** Spa Valley Railway

**April 8-10:** Nene Valley Railway

**April 15-17:** Bluebell Railway

**April 16-17:** East Lancashire Railway (Small Engines)

**April 16-17:** Swindon & Cricklade Railway

**April 22-24:** Mid Hants Railway

**April 23-24:** Epping Ongar Railway

**May 5-8:** Swanage Railway

**May 14-15:** Ecclesbourne Valley Railway (DMU event)

**May 19-21:** Severn Valley Railway

**May 21-22:** Mid Norfolk Railway (Stratford event)

**June 10-12:** West Somerset Railway

**June 10-12:** North Norfolk Railway

**June 11-12:** Llangollen Railway (Railcar gala)

**June 17-19:** North Yorkshire Moors Railway

**July 2-3:** GCR (North), Ruddington

**July 8-10:** East Lancashire Railway

**July 15-17:** Wensleydale Railway

**July 22-24:** Bo'ness & Kinneil Railway

**July 29-31:** Gloucestershire-Warwickshire Railway

**August 5-7:** Spa Valley Railway

**August 6-7:** Ecclesbourne Valley Railway

**September 3-4:** Dean Forest Railway

**September 3-4:** West Somerset Railway

**September 9-11:** Mid Norfolk Railway

**September 10-11:** Great Central Railway

**September 17-18:** Epping Ongar Railway

**September 24-25:** East Lancashire Railway

**October 1-2:** Ribble Railway

**October 14-16:** Nene Valley Railway

**October 15-16:** Mid Norfolk (Multiple Units)

**October 21-23:** Spa Valley Railway

**November 5:** East Lancashire Railway (DMU day)

**November 4-6:** South Devon Railway

**December 30-31:** Mid Norfolk Railway



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# Direct Rail Services culls its loco fleet

All of the remaining Class 20s and Class 47s have been removed from traffic along with the majority of the Class 57/0s.

EXPECTED for some months, the cull of DRS traction finally arrived in December following the end of the Railhead Treatment Train season.

Beginning with the Class 47s, No. 47828 was moved from Wembley to Crewe on December 3 in convoy with Nos. 57307, 68014 and 37688. Five days later, the Type 4 was stored in the XHSS pool at Gresty Bridge. This left Northern Belle-liveried No. 47790 as the sole remaining operational Class 47, but it too reached the end on December 15 with transfer to store. It had arrived at Crewe from Norwich the previous day behind No. 57310.

The early morning of December 22 found No. 57305 in charge of an 0X06/05.55 departure from Gresty Bridge, hauling Nos. 47790, 47810, 47828 and 47853 to MoD Longtown, north of Carlisle, for secure store. Surprisingly, the trio of named Type 4s were still carrying their nameplates. Nos. 20312 and 47813, which had been due to be included in the move, were left at Crewe. Meanwhile, Nos. 47805 and 47818 have lost their DRS brandings at Kingmoor pending possible sale to a new operator.

The remaining Class 20/3s were stored en masse on December 7, Nos. 20302/03/05/08 all moving to the XHSS pool. The next day saw the quartet, along with No. 20309, run light from York Works to Barrow Hill – where the good news is that these five,



DRS Nos. 20301 and 20305 head a line of five at Barrow Hill on December 16. These, plus Nos. 20302/03/08/09, are expected to be overhauled at the Derbyshire maintenance facility over the course of the year. Chris Milner

plus No. 20301, are to be overhauled. Space has been created in the Deltic Preservation Society's shed there for the work, which should include the fitting of much-needed new wheelsets.

## 'BODYSNATCHERS' BINNED

More surprising was the large reduction in the Class 57/0 fleet, although the locos have been under-utilised for quite some time. Those now side-lined in the XHSS pool at Crewe are Nos. 57002/04/08-12, the majority being stored in the days before Christmas.

Only Nos. 57003 and 57007 still reside in the operational XHCK pool, the

former having recently emerged from an 18-month overhaul at Eastleigh Works, while No. 57007 was still awaiting release at the end of the month, having been resident in Hampshire since September 2014. Some of their newly stored classmates are expected to undergo the same attention, which includes a number of modifications, during 2016.

One Class 57 now back in traffic is No. 57312, this returning to action on December 15 following repairs to its cabside collision damage at Gresty Bridge and a partial repaint. No. 68014 also required repairs during the month, arriving at EMD's Longport depot,

Stoke, on December 4 to have its power unit lifted out. Carried out amid some secrecy, and with measures in place to prevent prying eyes, the loco was released back to Crewe on the 18th.

Indications are that the Class 37 fleet is also set to see some reductions, with the '37/6' sub-class in particular becoming due for major exams. Two candidates to be removed from traffic in the near future are Nos. 37608 and 37611, both of which have high engine hours. Not likely to survive for long in 2016 is No. 37682, its stripped carcass now residing in the yard at Derby having donated many parts to the ongoing Class 37/4 overhauls. **B**

## DBS '90' RETURNS:

Post-overhaul but pre-repaint into DBS red, the newly repaired No. 90040 was back on the main line in December for the first time in nearly 10 years. On December 9, it led a colourful combo through Crewe comprising Nos. 67002 in Arriva blue, 90029 in DBS red and 90009 in Greater Anglia white livery forming the 13.35 Crewe Electric to Bescot. The first two locos moved from there to Toton via the next day's 6D44 departmental working.

Martin Turner





## Caledonian '73s' continue testing

DECEMBER saw GB Railfreight's re-engineered Class 73/9s for the Caledonian Sleeper services continue their testing and training programme.

Most attention was focused on Nos. 73966 and 73967 in Scotland, the first half of the month mainly seeing them continue to roam the Central Belt on light engine and empty stock runs. For example, December 3 found No. 73967 running light from Craigintynny to Polmadie and back via Shotts. Next day, both locos double-headed the 5B26/08.18 Edinburgh-Polmadie sleeper empties with No. 67010 on the rear.

No. 73966 enjoyed a more noteworthy outing on December 9, when it was sent southwards from Edinburgh to Tyne Dock to collect No. 47847 and Mk.2f RFO No. 1200 and haul them back north as the 5Z73/11.21 Tyne Dock-Polmadie.

The next development occurred on December 14 when the blue duo pitched up at Bo'ness to take the Scottish Railway Preservation Society's rake of eight Mk.1 coaches to Aberdeen Clayhills as the 5Z73/06.45 departure via Fife and Dundee.

The remainder of the week saw the locos top and tail five of the coaches between Aberdeen and Dundee for



GBRF's re-engineered Class 73/9s underwent loaded test runs from Aberdeen in mid-December, using empty stock hired from the SRPS at Bo'ness. On December 22, No. 73966 is captured heading north towards Carnoustie with the 5Z74 from Dundee West Yard to Aberdeen Clayhills. Jim Ramsay

training purposes, being noted on the 15th, 17th and 18th.

December 22 saw No. 73966 undertake the same duty without its partner, but they were reunited the next day in order to return the SRPS stock to Bo'ness as the 5Z73/08.40 departure from Aberdeen Clayhills via

Perth. The pair of Class 73/9s then remained at the preserved line over the festive period, including taking part in the diesel gala on January 2/3.

Christmas Eve saw No. 73968 resume test running from Brush Traction, heading for Doncaster and back, while it was also out and about

after the festive holiday for three days on the 29th-31st, visiting Doncaster and Derby on each occasion.

Meanwhile, No. 73964 departed from Loughborough early in December after its latest round of modifications, it being back at work from Tonbridge West Yard by the 10th.

## NEWS ROUND-UP

### COLAS RAIL

TWO further Class 37s have been acquired from preservation by Colas in the form of No. 37099 and, more interestingly, Mirllees-engined No. 37901. The duo are currently located at the Mid-Hants Railway, with both expected to join the queue for return to main line operation.

Meanwhile, a further Class 56 has been removed from traffic and added to the COLS stored pool at Washwood Heath in the form of No. 56078. The company now has just three active 'Grids', namely Nos. 56087, 56113 and 56302.

### DB SCHENKER

WITH the conclusion of the RHTT campaign, December saw a number of DBS locos removed from traffic, either as a result of failure or being due exams. Falling in the first category were Nos. 60010 and 60099, the former being marooned at Immingham all month awaiting road movement to Toton, while its Tata-liveried sister was deposited at the Nottinghamshire depot with a bodyside covered in oil.

Other locos stored at either Toton or Crewe Electric were Nos. 66014/60, 66135/37/42/43/47/82/83/85/87/98, 66204, 67017/20/29/30 and 90021. Meanwhile, longer term absentees Nos. 66013 and 66167 were both reinstated to the WBAE operational pool during the month

pending a return to service.

ECR example No. 66123 was hauled from Bescot to Wembley by No. 66207 on December 8 following release from Toton and it was back in France the next day.

No. 90040 made its first main line outing in nine and a half years on December 3 when it performed a short test run from Crewe Electric to the station and back. Next day saw it venture to Warrington and then to Wembley on the 7th before being dragged to Toton on December 10 for repainting. Resplendent in DBS red, No. 90040 returned to Crewe Electric behind No. 66133 on the 23rd from where it was released into traffic just before the year ended.

### ELECTRIC TRACTION LTD

NO longer required by ETL, No. 86701 was returned to Willesden from Ilford on December 9 and handed back to Europhoenix, No. 86702 providing the traction for the move. The latter had arrived earlier in the day with No. 86259 in tow, *Les Ross* being left at Ilford to handle the Greater Anglia Mk.3 testing duty. Another swap took place on December 18 with No. 86702 taking up station in East London while No. 86259 ran light back to Willesden.

### FREIGHTLINER

WITH surplus capacity in its loco fleet, further Class 66s are to be

exported to Eastern Europe to join Freightliner's Polish operation. While the number of GMs set to leave the UK is unconfirmed, No. 66530 was stopped at Leeds Midland Road during December in order to undergo the necessary modifications, having been added to the DFEP Polish pool.

No. 86637 ended 2015 still marooned at Penrith, where it had lain since early October with a seized traction motor. Now fitted with a wheelskate on one axle, it was awaiting a slow speed move southwards.

### GB RAILFREIGHT

TWO of GBRF's troubled Class 92 fleet were returned to Brush Traction on December 30 to undergo repairs and modifications. Out of traffic since August, No. 92014 was joined on the move from Willesden by No. 92023, the latter having been officially stored earlier in December. Traction was provided by grey-liveried No. 66748 with the OM92 convoy travelling via the East Coast Main Line and, most unusually, Nottingham.

### GREATER ANGLIA

WITH its exam complete, No. 90009 was released from Crewe Electric on December 15, being conveyed back to Norwich behind No. 57310 with the duo travelling cross-country via Nuneaton, Leicester and Ely. Classmate No. 90006 was still at Crewe as 2016 began.

### RVEL

REBUILT No. 73951 ended its two-month stay at Eastleigh Works on December 16, Colas providing No. 37219 to return the loco to Derby via the Midland Main Line. During its stay in Hampshire, the heavily altered 'ED' underwent two weeks of third rail testing within the confines of the works but did not venture onto the main line.

### WEST COAST RAILWAYS

NEWLY reinstated No. 33207 was moved south from Carnforth to Southall on December 4, conveyed behind 'Battle of Britain' steam loco No. 34067 *Tangmere*. Nine days later, the positions were reversed with the 'Crompton' sent light from West London to St Philip's Marsh, Bristol, to retrieve the steam loco after a failure on December 5 while on railtour duty. The duo duly returned to Southall via Bath and Swindon.

### DISPOSALS

SOLD to Raxstar for scrapping, derelict No. 58008 was removed by road from Eastleigh depot on December 17, the low-loader needing to perform a series of complex manoeuvres within the site to complete the extraction. Unfit to travel by rail, the loco was then transferred a short distance along and across Campbell Road to Eastleigh Works. Unloaded the next day, it was awaiting disposal in the scrapping compound as 2016 began.



# Stored Loco Locations 2016

Our annual round-up finds the total number of stored locos has risen over the last year, with a surprising number of modern diesels and electrics now mothballed in sidings with little hope of return.

THE beginning of 2016 saw 345 diesel and electric locos in store around the UK, an increase of 45 from a year ago.

This is no great surprise, however, given that only three locos were scrapped in the whole of 2015 (Nos. 08646, 37718 and 86247), another three found a new home in


preservation (Nos. 08993/95 and 37261), and six were exported to Eastern Europe (Nos. 47375 and 92002/05/24/30/39).

In contrast, several companies went on a buying spree from preservation, most notably Colas and HNRC, the new additions swelling

the numbers in store as they await reactivation. The December culls by both DB Schenker and Direct Rail Services also pushed the total higher still (see pages 78/79).

Class 08s and Class 60s continue to account for more than a third of the total, with 61 and 68 examples

respectively qualifying for inclusion on this list.

Despite GB Railfreight's increased use of the Class 92s, exactly half of the 46-strong class remains in store, with five examples (Nos. 92020/21/40/45/46) soon to notch up no less than 15 years in store! 

## STORED LOCOS AND LOCATIONS

*This full listing is correct to January 3, 2016.*

### CLASS 03

03179 HE

**Total: 1**

### CLASS 08

08389 BH

08393 Lh

08405 CE

08411 WA

08442 EH

08460 WA

08480 TO\*

08495 CE

08500 BO

08503 Bi\*

08536 DF

08567 ZG

08568 ZH

08575 Lh

08578 TO

08580 BS

08593 CE

08605 SP\*

08623 BS

08628 WA

08630 TT

08633 ZW\*

08653 TO

08676 TT

08678 CS

08685 BH

08699 We

08701 TO

08706 CE

08709 BS

08711 TE

08714 CE

08735 EH

08737 CE

08738 Cv

08757 CE

08765 BH

08782 Dc

08783 Ek

08784 TT

08786 BH

08798 Ea

08799 WY

08802 TT

08804 CE

08824 BH

08865 WA

08871 We

08872 Ea

08877 BH

08886 CE

08888 BS

08891 Lh

08905 Hp

08907 BS

08918 BO

08921 Ek

08922 TT

08939 Cv

08944 BQ

08994 BO

**Total: 61**

### CLASS 09

09006 BO

09014 BO

09023 Ea

09106 KY

09107 Ek

09201 Hp

**Total: 6**

### CLASS 20

20016 LM

20035 Cv

20063 Bf

20081 LM

20087 BQ

20088 LM

20092 LM

20121 BH

20166 Ws

20301 BH

20302 BH

20303 BH



Technically stored, the Harry Needle-owned No. 47703 finds use at Wabtec, Doncaster as a power supply for testing Mk.4 coaches being worked on at the facility. The loco is pictured there on November 14, 2015 with Mk.4 First Open No. 11419. Paul Bickerdyke

20304 KM

20305 BH

20308 BH

20309 BH

20312 CG

20903 BO

20904 BO

**Total: 19**

### CLASS 31

31105 DF

31106 DF

31235 Mn

31255 Cv\*

31285 Ex

31454 WW

31459 DF

31461 BO

31465 LM

31468 We

31602 We

**Total: 11**

### CLASS 33

33025 SH

33029 CS

33030 CS

**Total: 3**

### CLASS 37

37038 DF

37099 RL

37146 Ws

37165 CS

37188 BH

37194 DF

37198 BO

37207 BH

37214 CS

37254 BH

37407 DF

37413 DF

37424 DF

37503 BH

37510 BH

37517 CS

37521 BH

37670 BH

37676 CS

37682 DF

37703 BT\*

37710 CS

37712 CS

37714 BH

37800 LR

37901 RL

37905 LR

37906 LR

**Total: 28**

### CLASS 47

47194 CS

47236 CS

47270 CS

47355 CS

47368 CS

47488 BO

47492 CS

47500 CS

47501 CD

47526 CS

47701 Da\*

47703 ZB\*

47714 AH\*

47715 Ws\*

47744 BO

47749 WW

47761 SK

47768 CS

47769 BH

47772 CS

47776 CS

47787 CS

47790 Lt

47805 KM

47810 Lt

47811 BA

47813 CG

47816 BA

47818 KM

47828 Lt

47841 ZG

47853 Lt

**Total: 32**

### CLASS 56

56007 LR

56009 Bf

56018 LB

56031 LR

56032 LR

56037 LR

56038 LR

56049 WW

56051 WW

56060 LR

56065 LR

56069 LR

56077 LR

56078 WW

56090 WW

56091 WW

56094 WW

56096 WW

56105 WW

56106 LR

56128 WW

**Total: 21**

### CLASS 57

57002 CG

57004 CG

57005 CS

57006 CS

57008 CG

57009 CG

57010 CG

57011 CG

57012 CG

**Total: 9**

### CLASS 58

58008 ZG

58012 TT

58022 CE



It has now been more than 20 years since No. 08536 last worked, it was stored way back in June 1995 at Derby Etches Park when part of the pre-privatisation CrossCountry Trains fleet. Sold to RVEL in 2010, it was originally intended as a spares donor to allow the similarly long-term stored No. 08697 to be reactivated for use as a depot shunter. However, this project was abandoned in 2014, with No. 08697 going for scrap. Since then No. 08536 has lingered in the yard at the Derby RTC awaiting its fate, where it was pictured on June 26 last year. Simon Bendall





One loco that will not feature in this listing in 12 months' time is No. 58008. Sold to Raxstar by DB Schenker in November, the heavily cannibalised Class 58 was moved from Eastleigh TMD to Eastleigh Works by road on December 17, and is pictured being loaded onto Moveright's modular trailer for the mere 73 metre trip. It was unloaded the following day with the Mainline blue 'Bone' soon entering the cutting area for disposal. Paul Fuller.

58023 TT  
58048 CE  
**Total: 5**

#### CLASS 60

60003 TO  
60004 Ty  
60005 Ty  
60006 Ty  
60007 TO  
60008 TT  
60009 TT  
60010 IM  
60012 TO  
60013 TO  
60014 Ty  
60018 Ty  
60022 TO  
60023 Ty  
60025 Ty  
60027 Ty  
60028 CE  
60029 CE  
60030 TO  
60031 Ty  
60032 Ty  
60033 TO  
60034 TT  
60036 TT  
60037 Ty  
60038 CE  
60041 TO  
60042 Ty  
60043 TO  
60045 TO  
60046 CE  
60048 TO  
60050 Ty  
60051 TO  
60052 TO  
60053 Ty  
60055 CE  
60057 TT

60058 TO  
60060 Ty  
60061 TO  
60062 TO  
60064 TO  
60067 Ty  
60068 TO  
60069 TT  
60070 TT  
60072 TT  
60073 TO  
60075 TT  
60077 TO  
60078 Ty  
60079 TO  
60080 TO  
60081 Ty  
60082 CE  
60083 Ty  
60084 TT  
60086 Ty  
60088 Ty  
60089 Ty  
60090 TT  
60093 Ty  
60094 TT  
60097 Ty  
60098 TT  
60099 TO  
60500 TO  
**Total: 68**

#### CLASS 66

66008 TO  
66014 CE  
66048 TT  
66060 TO  
66135 CE  
66137 TO  
66141 TO  
66142 TO  
66143 TO  
66147 TO

66182 TO  
66183 CE  
66185 TO  
66187 TO  
66198 TO  
66204 TO  
66428 ZH  
66530 LD  
**Total: 18**

#### CLASS 67

67004 CE  
67017 CE  
67019 TO  
67020 TO  
67025 CE  
67027 TO  
67029 TO  
67030 CE  
**Total: 8**

#### CLASS 73

73101 DF  
73118 Bi\*  
73130 Fm\*  
73134 LB  
73139 DF  
73969 LB  
73970 LB  
**Total: 7**

#### CLASS 86

86213 WN  
86229 LM  
86231 LM  
86234 LM  
86235 LR  
86246 WN  
86251 LM  
86701 WN  
86901 Cb  
86902 Cb  
**Total: 10**

#### CLASS 90

90017 CE  
90019 CE  
90021 CE  
90022 CE  
90023 CE  
90025 CE  
90026 CE  
90027 CE  
90028 CE  
90030 CE  
90031 CE  
90032 CE  
90033 CE  
90038 CE  
90050 BA  
**Total: 15**

#### CLASS 92

92003 CE  
92004 CE  
92006 LB  
92007 CE  
92008 CE  
92009 CE  
92013 CE  
92014 LB  
92017 CE  
92020 LB  
92021 CO  
92022 CE  
92023 LB  
92026 CE  
92028 LB  
92029 CE  
92031 CE  
92035 CE  
92037 CE  
92040 CO  
92041 CE  
92045 LB  
92046 LB  
**Total: 23**

### KEY TO LOCATIONS

#### OFFICIAL CODES

**AH** Asfordby Technical Centre  
**BA** Crewe Basford Hall  
**BH** Barrow Hill  
**BO** Nemesis Rail, Burton-upon-Trent  
**BQ** Bury, East Lancashire Railway  
**BS** Bescot  
**BT** Bo'ness  
**CD** Crewe Diesel  
**CE** Crewe Electric  
**CG** Crewe Gresty Bridge  
**CO** Coquelles  
**CS** Carnforth  
**DF** RVEL, Derby  
**EH** Eastleigh  
**HE** Hornsey  
**IM** Immingham  
**KM** Carlisle Kingmoor  
**KY** Knottingley  
**LB** Brush Traction, Loughborough  
**LD** Leeds Midland Road  
**LM** Long Marston  
**LR** Leicester  
**RL** Ropley, Mid Hants Railway  
**SK** Swanwick Junction, Midland Railway – Butterley  
**SP** Wigan Springs Branch  
**SH** Southall  
**TE** Tees Yard  
**TO** Toton  
**TT** Toton Training Compound

**WA** Moveright International, Wishaw  
**WN** Willesden  
**WW** Washwood Heath  
**WY** Westbury  
**ZB** Wabtec, Doncaster  
**ZG** Eastleigh Works  
**ZH** Glasgow Works  
**ZW** Axiom Rail, Stoke

#### OTHER LOCATIONS

**Bf** Battlefield Line  
**Bi** Barry Island Railway  
**Cb** C F Booth, Rotherham  
**Cv** Colne Valley Railway  
**Da** Dartmoor Railway  
**Dc** Doncaster Decoy Yard  
**Ea** European Metal Recycling, Attercliffe  
**Ek** European Metal Recycling, Kingsbury  
**Ex** Exeter Riverside  
**Fm** Finmere  
**Hp** Hope Cement Works  
**Lh** LH Group Services, Barton-under-Needwood  
**Lt** MoD Longtown  
**Mn** Mid Norfolk Railway  
**Ty** Toton Yard  
**We** Weardale Railway  
**Ws** Wensleydale Railway

\* indicates a loco that is operational but either officially stored at or otherwise confined to the listed location.



# Powerscene

Our authoritative class-by-class review of newsworthy locomotive workings.

## CLASS 20

WITH their autumnal RHTT work having ceased, GBRf Type 1s Nos. 20901+20905 powered the 3W35/11.10 Tonbridge West Yard-Eastleigh on December 8, with a pair of discharged wagons.

Ten days later, they were recorded at Farnborough and Denmark Hill in charge of the 6Y20/12.15 Eastleigh Works-Tonbridge with six snow and

ice treatment train (SITT) vehicles. The pair also undertook a route proving run late on Boxing Day, which took them via Hastings, Rye, Ashford, Minster, Deal, Canterbury East and Strood.

The same quartet of Type 1s mentioned last issue as regularly performing on London Underground 'S' Stock transfers continued to do so during December. On December

2, for instance, Nos. 20118+20132 and Nos. 20314+20107 handled the 7X09/11.47 Old Dalby-West Ruislip conveying set Nos. 21493/4, and thereafter were noted on the same service with Nos. 21495/6 on December 9 and Nos. 21497/8 on December 16. In between, the quartet moved set Nos. 21547/8 from Derby Litchurch Lane to Old Dalby on December 4.

## CLASS 31

NETWORK Rail's No. 31233 made a surprise return to operational use on December 3, when paired with Colas Type 3 No. 37175 on a test train from Derby that ventured to Stockport and Northampton. Next day, Nos. 31233 and 37219 were seen at Bridgend, having run from Derby to Cheltenham Spa thence to South Wales as the 1Q15/15.57 from Cheltenham. A trip to Dollands Moor



You can almost hear the sound of those 1000 horsepower English Electric engines reverberating around the shed, as the GBRf pair of Nos. 20905 and 20901 couple up to a rake of six snow and ice treatment train (SITT) vehicles inside Eastleigh Works on December 18, ready to take them away to Tonbridge as the 6Y20/12.15 departure. Carl Watson



from Derby followed on December 17, for Nos. 31233 and 37175, and the same locomotives passed Luton on December 21, with the 3M05/13.00 Hither Green-Derby RTC test train.

BARS Type 2 No. 31601 *Devon Diesel Society* transferred Chiltern Mk.3 No. 12043 from Barton Hill to Wembley on December 7 and later took No. 12017 in the opposite direction. Similarly, on December 10, the Class 31 took No. 12608 from Bristol to Wembley LMD before returning west with No. 12604. The last job of the year for No. 31601 occurred on December 17, when it was entrusted with the movement of DVT No. 82303 from Wembley LMD to Brush, Loughborough.

## CLASS 37

THE return to service of No. 37716 has added a further variety of sub-class to

the DRS fleet. New in February 1963 as No. D6794, and a Class 37/7 since early in 1989, the loco last worked a passenger train on Christmas Eve 1998. Following use on North East RHTT duties on December 1, No. 37716 was noted on December 15, along with No. 37608 in charge of the 6M60/13.25 Seaton-on-Tees to Sellafield BNF duty. Next day, the duo did the 6S54/04.42 Carlisle Kingmoor-Hunterston and the return 6M22/12.17 Hunterston-Sellafield before working the 6S43/06.23 Kingmoor-Torness and 6M50/15.12 return on December 17. Then, on December 22, No. 37716 operated alone when recorded passing Lockerbie at 16.10 with six IKAs in tow forming the 4Z07/14.50 Kingmoor-Motherwell.

Aberystwyth hosted a pair of English Electric Type 3s late on December 14, when Nos. 97302 and 97303 (the former Nos. 37170 and 37178 respectively) arrived in top-and-tail mode with the 3Q03/18.02 test train from Derby RTC, which later stabled at Machynlleth. A week later, on December 21, Nos. 97302 and 97304 (the former 37217) had charge of the 6C70/04.53 Talerddig-Bescot engineers' train.

On December 15, Nos. 37605 and 37607 reached the Far North with the 6S99/05.56 Kingmoor-Georgemas Junction conveying a MoD flask wagon and two escort coaches. To highlight the versatility of the EE Type 3s, BR green-liveried No. 37057 reached King's Lynn with a test train late on December 30, Nos. 37116 (BR Blue) and 37421 were seen at Skegness on December 18, while No. 37603 had been similarly employed when reaching the south western extremity of Penzance on December 9.

In company with No. 47580 *County of Essex, West Coast Railways* No. 37518 handled a passenger turn on December 16, when the pair top-and-tailed the 1Z69/07.15 King's Cross-York and the 16.18 return.

2015 drew to a close with Nos. 37409 and 37423 covering the two Cumbrian Coast diagrams on December 31, No. 37401 having last worked on Christmas Eve, while Nos. 37422 and 37425 could be found on the East Anglian shuttles.

## NAME GAME

by Simon Bendall

### LOCO NAMINGS

**43274 Spirit of Sunderland** London King's Cross station 14.12.15

Named to mark the inauguration of Virgin East Coast direct services between Sunderland and London, the naming being performed upon arrival of the first train at King's Cross. Previously named *BBC East Midlands Today* between May 1997 and March 2003 as No. 43074.

**73202 Graham Stenning** Brighton Lovers Walk TMD 11.12.15

Named in memory of Southern's apprentice manager, aged 52, who spent over three decades working on the Southern Region before losing his battle with leukaemia last June. Previously named *Dave Berry* and *Royal Observer Corps*.

**90018 The Pride of Bellshill** Mossend Yard 08.12.15

Named to mark the opening of a new STVA automotive terminal at Mossend Yard.

### UNIT NAMINGS

**507009 Dixie Dean** Birkenhead North EMUD 12.15

Reapplication of nameplates in cast form commemorating the Tranmere Rovers and Everton football player (1907-1980), which were first applied in vinyl form in August 2008 before being lost upon relivering in March 2015.

**507026 Councillor George Howard** Birkenhead North EMUD 12.15

Another name to return in cast form, this paying tribute to the former deputy chairman of Merseytravel who died in 2005. Name previously carried by No. 507033 as *Cllr George Howard* between August 2005 and March 2008.

### DE-NAMINGS

**365530 The Intalink Partnership promoting integrated transport in Hertfordshire since 1999** Ilford EMUD 12.15

**365536 Rufus Barnes Chief Executive of London TravelWatch for 25 years** Ilford EMUD 11.15

## CLASS 47

BRITAIN'S unpredictable weather caused havoc in many parts of the country around the festive period. As early in the month as December 4, the 1Z40/16.02 Lincoln-Linlithgow return charter was heading towards the Scottish border when strong winds brought down the overhead line to the north of Berwick-upon-Tweed. Top-and-tailed by Nos. 47802 and 57313, the train was turned back at Berwick in mid-evening and returned south picking up regular passengers at both Alnmouth and Newcastle before heading across the Tyne Valley to Carlisle and eventually reaching Linlithgow at 02.45.

Next day, however, a Holyhead to Edinburgh charter powered by Nos. 47851 and 47804 made it only as far as Oxenholme before being turned back because of the flooding north of Carlisle. Even the return trip made it only as far as Bangor, as the

line had been breached on Anglesey. Having returned their empty coaches to Carnforth, the same locomotives were used by Network Rail for a route proving run from Hellfield to Carlisle via Appleby the following afternoon.

Large logo blue-liveried No. 47847 and No. 66722 *Sir Edward Watkin* teamed up to take EMU No. 334016 from Polmadie to Brodie, Kilmarnock on December 22, noted passing Kilwinning at 13.20. The electric unit was to have bodywork repairs undertaken, having been out of use since striking a stolen motor vehicle left on the railway at Uphall, near Livingston, in October. Next day, No. 47847 was reported at Springburn in charge of the 5X48/11.20 Shields-Glasgow Works with EMU No. 320306 in tow.

Withdrawn more than half a century ago, 4-6-0 No. 46100 *Royal Scot* returned to the main line before Christmas and, on December 22,



Virgin Trains East Coast HST power car No. 43274 has received 'Spirit of Sunderland' vinyls to mark the start of a new through service from the city to London via Newcastle. It is pictured heading the 1E13/11.30 Edinburgh-King's Cross past Marston, north of Grantham, on December 20. No. 43302 was at the rear. Bill Atkinson



## SPECTRUM

by Simon Bendall

NO less than six Class 08s were repainted during the period under review, the majority being detailed in Shunter Spot (page 91). The only one not mentioned there is No. 08834, the former DRS machine receiving HNRC orange at Barrow Hill during December.

Among the main line designs, No. 90040 visited the Toton paintshop for a coat of DB Schenker red, this being the final stage in its reactivation from long-term store.

At Laira, No. 43148 has emerged with 'Bristol 2015 European Green Capital' vinyls, it joining Nos. 43012 and 43126 in the scheme, while 'Deltic' No. 55009 *Alycidon* is now in BR blue at RVEL, Derby.

Almost all of GB Railfreight's operational and unrebuilt Class 73 fleet now sport corporate blue and orange following No. 73128's visit to Eastleigh Works to lose its two-tone grey livery. The only 'ED' still outstanding for repainting is BR blue No. 73201 *Broadlands*.

The relivorying of the Virgin East Coast fleet was expected to be completed in January, the month beginning with just one HST power car,

No. 43306, and a handful of Class 91s still in East Coast grey. No. 43274 has become the latest to receive special adornments on its standard Virgin red livery, it now carrying 'Spirit of Sunderland' vinyls to promote the new services to the north east.

On the multiple unit front, several vinyl liveries met their end during the period, including the yellow Tour de France scheme on Northern's No. 158849, while the 'Big Hoot' brandings have been removed from CrossCountry 'Voyagers' Nos. 220005 and 221138. Fresh from Wolverton Works after overhaul, No. 319218 has also lost its long obsolete Lyca Mobile wrap.

A second fully repainted Class 373 set in the new Eurostar livery has been formed following the release of the trailers from sets Nos. 3007 and 3008 from refurbishment in France. These have now been reunited with their power cars, which were completed somewhat earlier.

Finally, following overhaul at Wolverton, Mk.4 barrier coaches Nos. 6352 and 6353 now carry BR plain blue in place of their long defunct GNER dark blue livery.

### LOCOS

#### Repaints

BR blue: 55009  
Bristol 2015 European Green Capital: 43148  
DB Schenker: 08605, 90040  
Freightliner 'Powerhaul': 08624  
GB Railfreight: 73128  
HNRC orange: 08834  
Mendip Rail blue: 08947  
Railway Support Services: 08441, 08670  
Virgin East Coast: 43206/39/77, 43307/67, 91102/09/18/20  
Virgin East Coast with 'Spirit of Sunderland' vinyls: 43274

### DMUs

#### Repaints

Cross Country: 220005, 221138  
Great Western Railway: 166212  
Northern Rail: 158849  
ScotRail: 158713

### EMUS

#### Additions

Eurostar Revised: 374005/06  
Gatwick Express red: 387206-09  
Sheffield Supertram: 399201  
TSGN: 700110

#### Repaints

Eurostar Revised: 373007/08  
London Overground: 315811  
Royal Mail plain red: 325002  
ScotRail: 318263  
South Eastern blue: 375615/26  
South West Trains blue: 458506/14/17  
TfL Rail: 315830/47  
TSGN: 319218, 319422, 365530/35

### COACHES

#### Repaints

BR blue: 6352/53  
Chiltern Mainline: 12043  
DRS 'compass': 9710  
Greater Anglia: 10403, 11100, 12049/97, 82102

undertook a loaded test run from Carnforth to Hellfield, Preston and back to Carnforth with No. 47804 attached to the rear of the train.

Other Brush Type 4s to accompany steam locomotives on charter trains during the month included No. 47832 with Bulleid 'Pacific' No. 34067 *Tangmere* on the 1280/07.52 Three Bridges-Bristol Temple Meads on December 5, although the latter failed at Bristol and the Type 4 handled the return trip alone. The same diesel also accompanied No. 46233 *Duchess of Sutherland* on a King's Cross to York special on December 12. Two days previously, No. 47854 had worked from Norwich to York also with No. 46233.

### CLASS 56

UK Rail Leasing's No. 56098 and No. 56301 (hired from the Class 56 Group) moved the three Mk.3 coaches belonging to the 125 Group from the Great Central Railway (Nottingham) at Hotchley Hill to Wabtec, Kilmarnock, on December 11, and next day worked the 5V56/02.10 Kilmarnock-Laira conveying eight refurbished Great Western HST vehicles. Once in Plymouth, the 'Grids' collected another set of eight Mk.3 coaches to form the 5S56/10.45 Laira-Kilmarnock on December 13, before the duo ran light to Barrow Hill via Manchester Victoria the next day. The 15th saw the pair return to Leicester sandwiching preserved No. 58016.

### CLASS 57

THE 'Northern Belle' visited Dundee on December 8, when Nos. 57301 and 57305 took charge of the 1276/12.25 from Glasgow Central, running via Kirkcaldy on the outward trip and back via Perth. Next day, the '57s' worked the train from Edinburgh to Dundee via Stirling and back to Perth via the city's south suburban line.

Also on December 9, Waverley played host to another pair of Class 57s in the shape of West Coast duo Nos. 57315 and 57601 top-and-tailing the 1220/06.35 from Todmorden via the Settle & Carlisle route. The following weekend, Nos. 57301 and 57305 took the 'Northern Belle' on a circular tour of East Anglia heading from Norwich to Peterborough and back to Ipswich via Thetford.

December 19 witnessed further Class 57 appearances at Edinburgh Waverley, this time on separate trains as Nos. 57601 and 47786 powered a charter from Stevenage while West Coast stable companions Nos. 57313 and 47760 had charge of a similar special originating from Cambridge. Also that day, Nos. 57305 and 57312 operated the 1245/12.02 Crewe-Shrewsbury via Frodsham Junction and the single line to Halton Junction before reaching Liverpool Lime Street at 13.35 and then heading to Shrewsbury via Acton Bridge and Cosford. A 16.04 departure from Shrewsbury saw the charter retrace its steps to Liverpool via Wrexham and Helsby before taking the rarely-used single track from Frodsham Junction for a second time in a little over four hours.



West Coast Railways' Nos. 57313 and 47760 reverse in Derby station on December 20 while top-and-tailing the move of First Opens Nos. 3362 and 3360 from Burton Wetmore Sidings to Carnforth Steamtown. Steve Donald

### CLASS 60

FOUR active Class 60s still sported EWS livery early in the New Year in the form of Nos. 60035/49/65/71, although only No. 60065 *Spirit of Jaguar* was in regular use on the main line, the rest being 'super shunters'. On December 31, No. 60065 powered the 6M57/07.15 Lindsey-Kingsbury tanks and the 6E59/17.41 return, a duty it repeated on January 1, a day when 32 examples of the type were in traffic.

The Colas pairing of Nos. 60085 and 60056 top-and-tailed the 6P82/20.46 Hinksey Yard-Kensal Green engineers' train on Christmas Eve, while Nos. 60026 and 70806 powered the 6P81/19.17 Hinksey Yard-Old Oak Common East. Following the holiday weekend, a colourful quintet of Colas Class 60s, Nos. 60026+60095+60087+60056+60085 formed the 0M87/11.19 Hinksey-Bescot on the 28th.

Pathfinder Tours' 'Mini-Tug' charter ran on January 2, with Nos. 60020 and 66001 providing the motive power. The outward leg ran as the 1260/06.47 Bristol Parkway-Round Oak thereafter running back to Worcester and on to Oxford, passing Evesham shortly after 11.00. Later No. 66001 retired to Didcot while No. 60020 powered the 1262/14.23 Oxford to Birmingham New Street via Bath Spa and Bristol thence via Cheltenham and Kidderminster.

### CLASS 66

WHEN No. 67006 *Royal Sovereign* developed wheel flats while handling



DCR Class 56 No.56312 *Jeremiah Dixon* passes through West Ruislip on December 4, working the 6Z57/10.06 Calvert to Willesden Euroterminal empties. The picture is taken from the London Underground staff footbridge, for which the photographer was given special permission. Steve Madden





the 1241/05.00 Taunton-Newcastle charter on December 5, Freightliner's No. 66515 was hired-in for the return journey and worked throughout to Somerset.

DB Schenker Class 66s are popular choices for enthusiast charters, and Nos. 66023 and 66088 were so employed on December 8, top-and-tailing UK Railtours' 'The Swaythling Bands' special, running outward as the 1216/09.43 London Victoria-Fawley and returning by way of Romsey. Next day, the same locos took charge of 'The Fifth Continent' charter from Victoria to Ashford International.

Another UK Railtours charter had Class 66 haulage on December 19, when Nos. 66097 and 66067 left the Capital with the 1264/07.47 King's Cross-Beverley, passing Gilberdyke at 11.30. Finally, on December 30, Nos. 66011 and 66003 top-and-tailed the 1262/12.24 Edinburgh-Tweedbank and 1269/14.13 return, having replaced No. 90024 at Millerhill which had worked the charter from London.

With a mixture of VGA/VKA vans in tow, No. 66077 *Benjamin Gimbert* GC hauled the 6M03/05.20 Shieldmuir to Warrington RMT Christmas mail extra on December 7, albeit routed via Carstairs, Slateford Junction and the East Coast to Tyne Yard (because of a line blockage at Carlisle) where the train was held, going forward next day as the 06.48 Tyne Yard-Warrington via Castleford and Stalybridge. No. 66077 later returned north atop



Reinstated for the duration of the RHTT season, and assigned back to store at Toton on January 27, Type 5 No. 60071 is seen at Doncaster Wood Yard on December 7 during shunting. The loco has failed to see any main line activity during its reinstatement, apart from rescuing a pair of GBRf Class 47s on a 6D33 working from Goole, which failed at Kirk Sandall on November 14, 2015. Oliver Turner

the 6S02/13.32 Warrington RMT-Shieldmuir.

Classmate No. 66100 hauled A4 'Pacific' No. 60009 *Union of South Africa* on the 5Z69/10.41 Millerhill-Craighentenny empty stock working on December 14, and thence the 5Z69/10.54 Craighentenny-Thornton Yard via Stirling and Alloa two days later.

On hire to DRS, and still carrying that company's unbranded dark blue livery, No. 66415 accompanied former Fastline example No. 66302 on the 6V73/04.33 Crewe CLS-Berkeley (December 17) and

on 6K41/14.58 Valley-Crewe CLS the following afternoon.

The ever-colourful No. 66720 passed through Bedford in the late afternoon on December 22 with the 5L66/14.59 Burton Wetmore-Ferme Park empty Riviera Trains stock for use on the overnight service from Euston ahead of a planned strike by Caledonian Sleeper staff (see Coach Compartment, page 94). The stock was used (see Class 90 entry below), allowing No. 66720 to return the coaches from Crewe to Burton via Stoke-on-Trent on December 23.

## CLASS 67

A PAIR of Class 67s was utilised to work additional Fife Circle passenger turns from early December, to assist in overcoming travel problems caused by the closure of the Forth Road Bridge because of structural issues. On December 8, Nos. 67008+67021 moved Riviera Mk.2 coaches from Tyne Yard to Millerhill and next day began covering an additional diagram, this commencing from Inverkeithing at 07.08 and, having reached Haymarket, thereafter forming eight further round trips between



With the resignalling of the North Lincolnshire line from Scunthorpe to Cleethorpes over Christmas, the line to Skegness is one of the longest remaining routes still controlled by semaphore signals. On December 18, it was visited by Colas Type 3s Nos. 37116 and 37219, top-and-tailing the 1Q05/06.36 Derby RTC-Skegness, seen passing Ancaster. Bill Atkinson









## SHED TALK

Correct to January 3, 2016

### Allocation changes

08500 WQ/WQDA-BH/HNRL  
08507 HNRL-RTSO  
08623 WSSC-WQAA  
08630 WQCA-WQDA  
08676 WQBA-WQDA  
08703 WSSC-WQAA-WSSC  
08704 HNRL-RTSO  
08737 WQBA-WQDA  
08799 WSSC-WQAA  
08802 WQBA-WQDA  
08877 WQ/WQDA-BH/HNRS  
08886 WQCA-WQDA  
09106 WSSC-WQAA  
20302 XHNC-XHSS  
20303 XHNC-XHSS  
20305 XHNC-XHSS  
20308 XHNC-XHSS  
47790 XHAC-XHSS  
47828 XHAC-XHSS  
56078 COFS-COLS  
57002 XHCK-XHSS  
57004 XHCK-XHSS  
57008 XHCK-XHSS  
57009 XHCK-XHSS  
57010 XHCK-XHSS  
57011 XHCK-XHSS  
57012 XHCK-XHSS  
58008 EH/WQDA de-registered  
60010 WCBT-WQAA  
60099 WCAT-WQAA  
66001 WBTT-WBAE  
66002 WBRT-WBAT  
66013 WQAA-WBAE  
66014 WBAE-WQAA  
66017 WBTT-WBAT  
66019 WBTT-WBAE  
66040 WBAT-WBAE  
66043 WBAT-WBAE  
66046 WBRT-WBAE  
66060 WBAT-WQAA  
66068 WBRT-WBAT  
66080 WBAT-WBAE  
66103 WBAE-WBBE  
66119 WBRT-WBAE  
66124 WBRT-WBAT  
66135 WBRT-WBAE-WQAA  
66137 WBAE-WQAA  
66142 WBAT-WQAA  
66143 WBAT-WQAA  
66147 WBAT-WQAA  
66158 WBRT-WBAE

66167 WQAA-WBAE-WQAA-WBAE  
66170 WBRT-WBAT  
66182 WBAE-WQAA  
66183 WBAT-WQAA  
66185 WBAT-WQAA  
66187 WBAT-WBAE-WQAA  
66188 WBRT-WBAE  
66198 WBAE-WQAA  
66199 WBAT-WBAE  
66204 WBRT-WBAT-WQAA  
66530 DFHH-DFEP  
67004 WAAC-WQAA  
67013 WAAC-WAWC-WAAC  
67014 WAAC-WAWC  
67017 WAAC-WQAA  
67020 WAAC-WQAA  
67022 WAAC-WAWC  
67029 WAWC-WQAA  
67030 WABC-WQAA  
90020 WEDC-WEAC  
90021 WEAC-WQAA  
92018 GBSL-GBST  
92028 GBST-GBSL

### Modifications

**Dellner couplings fitted:** 37884

### Stored/stopped locations

**Barrow Hill:** 08824,  
20302/03/05/08/09  
**Bescot:** 08623  
**Brush, Loughborough:** 92014/23  
**Crewe Electric:** 66014, 66135/83,  
67017/30, 90021  
**Crewe Gresty Bridge:** 57002/04/08-  
12  
**Eastleigh Works:** 08567, 58008  
**Immingham:** 60010  
**Knottingley:** 09106  
**Leeds Midland Road:** 66530  
**MoD Longtown:** 47790, 47810/28/53  
**Toton:** 08578, 08653,  
08701, 60099, 66060,  
66137/42/43/47/82/85/87/98,  
66204, 67020/29  
**Washwood Heath:** 56078  
**Westbury:** 08799  
**Willesden:** 86701

### Reinstated

66013, 66167

### Returned to France

66123

Haymarket and either Inverkeithing or Dunfermline Town.

While the accompanying Class 68 diagram saw various changes of motive power, Nos. 67008 and 67021 in top-and-tail formation covered the duty throughout the period until December 23, when the road bridge reopened to most traffic. Thus, No. 67021 was seen passing Mexborough shortly before midday on December 31, returning the coaching stock to its base as the 5Z40/05.00 Mossend-Burton Wetmore.

High winds caused damage to the overhead lines between Carstairs and Edinburgh early on December 30, resulting in the 1S25/21.16 (Tue) Euston-Inverness suffering heavy delays. The service, hauled by No. 90048, was held at Carstairs awaiting assistance in the form of No. 67011 to drag the AC electric and

its train to Edinburgh via Cumbernauld and Falkirk Grahamston. Waverley was reached at 07.19, a little over 200 minutes late. Thereafter, flooding delayed arrival at Inverness where the train terminated at 12.30.

Two DBS-liveried examples, Nos. 67018 and 67015, were on 'British Pullman' duty when noted at either end of the 1Z80/09.48 Victoria-Canterbury East on December 15, with trips to Gillingham (Kent) following next day and on December 18.

No. 67015 teamed up with No. 66055 at Eastleigh on December 21, to go forward with the 6Z14/18.48 Southampton Up Yard-Wembley Yard, passing Basingstoke at 22.00, before the Class 67 took a train of empty stock from Wembley to King's Cross early on December 30, ready for a charter to Scotland. In the meantime, No. 67018

reached Didcot with four Mk.2 coaches forming the 5Z60/01.42 Eastleigh-Burton on December 23.

No. 67013 spent New Year at Warrington, having travelled south behind Nos. 90037 and 66089 on the 6M76/21.46 Mossend-Warrington Arpley on December 14.

### CLASS 68

MEMBERS of the class were utilised to work additional Fife Circle passenger turns in December. The first day of operation, December 8, saw Nos. 68002 *Intrepid* and 68007 *Valiant* in top-and-tail mode, being noted on the 1Z13/11.21 Edinburgh Haymarket-Dunfermline Town and later the 1Z16/13.33 Cowdenbeath-Haymarket among half a dozen such trips in between the regular 07.35 Cardenden-Haymarket and 17.12 Haymarket-Glenrothes,

while No. 68006 *Daring* handled the other booked 2L69/17.20 Edinburgh Waverley-Cardenden turn. The road bridge reopened on December 23, when Nos. 68003 *Astute* and 68007 found use on the last day of the additional loco-hauled diagram.

On Christmas Eve, No. 68017 *Hornet* was noted in charge of the 4A66/08.43 Grangemouth-Aberdeen.

No. 68001 *Evolution* moved newly completed DBSO No. 9710 from Derby RTC to Carlisle Kingmoor on December 10, before teaming up with No. 68017 on the 6X02/04.22 Crewe Basford Hall-Mossend the following morning. No. 68001 went on to handle the 17.20 Edinburgh-Cardenden that evening, while No. 68017 made its debut on passenger traffic when partnering No. 68006 on the Fife Circle additional services on December 14.







Above: An odd working for DBS 'Shed' No. 66046 on December 29, when it was rostered to take just three hopper wagons from Warrington Arpley to Mountsorrel Sidings (Leicestershire), the 6Z43/11.48 departure seen passing Acton Bridge, Cheshire. Terry Eyres



Left: Additional loco-hauled services ran between Edinburgh Haymarket and Fife while the Forth Road Bridge was closed in December. One set was formed of the regular DRS Fife Circle rake with top-and-tail Class 68s, while a second was formed of Riviera Trains ex-Virgin and Anglia Mk.2s top-and-tailed by DBS '67s'. Filthy No. 67021 is pictured leading the 1Z64/10.00 Dunfermline Town to Haymarket past the edge of Edinburgh Airport at Turnhouse on December 10. Classmate No. 67008 was on the rear of the train. Note the towers of the old and new Forth Road Bridges in the background. Steven Brykajlo



The transfer of Arriva Mk.3 coach No. 12182 from Crewe to Wembley LMD on December 19, involved 'young and old' traction in the form of Chiltern's No. 68012 and 1965-vintage No. 37425 *Sir Robert McAlpine/Concrete Bob*.

Chiltern Railways' reserve Class 68s Nos. 68008 *Avenger* and 68009 *Titan* were recorded in charge of the 08.41 Marylebone-Birmingham Moor Street and the 10.10 from Marylebone respectively on December 15.

With Carlisle Yard inaccessible from the south end following the floods in Cumbria, the 6Z05/09.28 Carlisle Yard-Basford Hall was reported as initially heading north to Beattock on December 17, where No. 68003 ran round its train to gain access to the up line. Next day, No. 68001 performed the same operation with 6Z05.

## CLASS 70

WHILE the 10 Colas examples are generally to be found on the same type of traffic, they do cover plenty of ground, particularly in the south. On December 5, No. 70802 hauled a train of autoballasters from Westbury to St Blazey, while No. 70804 took 20 stored HHA coal hoppers from Exeter Riverside to Barry Island on December 8.

Passing Kennington Junction (Oxfordshire) on the morning of December 23, the 6M50/07.55 Westbury-Bescot had Nos. 70801+70804+70807+70802 'up front'. That same afternoon saw Nos. 70803+70806+70809+70810+70808 pass the same spot in convoy while heading to Hinksey Yard ready for Christmas engineering work. On December 10, 6M50 was formed of Nos. 70807+59204 atop two RHTT tank wagons, the Class 59/2 being destined for attention at Crewe Electric.

Elsewhere, No. 70803 had charge of the 5X58/22.02 Doncaster Wabtec-Wimbledon on December 4, with EMU No. 458514 in tow, while No. 70809 performed similarly on December 21, with No. 458517. On December 29, No. 70806 ran light from Cardiff Canton to Chester (via Crewe and later Wrexham) to undertake training duties. The loco returned to Cardiff on December 31, following further circular trips between Chester, Shrewsbury and Crewe.

## CLASS 73

PASSING Wellingborough during the afternoon of December 5, the 3M05/11.27 Tonbridge West Yard-Derby RTC had Nos. 37604 and 73138 at either end of the stock.

On December 12, No. 73963 took a RHTT set from Eastleigh to Tonbridge following maintenance, while Nos. 73965 and 73962 moved the preserved 4-VEP unit No. 3417 from Ilford to Strawberry Hill late on December 22.

Following the Christmas shutdown, two snow and ice treatment train test runs were undertaken on December 27. Both trains commenced their journey at Tonbridge with Nos. 73107 and 73136 top-and-tailing a trip via Redhill, Three Bridges and Horsham, while Nos. 73119 and 73201 headed off to Wadhurst and Hastings. Repainted into GBRF colours,



It is not every day that you can see two HSTs passing Wimbledon depot in south west London. But engineering works on the Great Western between Paddington and Reading saw Great Western Railway services diverted to both Marylebone via Banbury (see *Headline News*) and Waterloo via Basingstoke. This shot, taken on December 28, sees the 1Y78/06.45 Penzance to Waterloo cross the 1C84/13.07 Waterloo to Penzance under the LSWR-built flyover that takes the Up Slow line over the Up and Down Fasts. Nicholas Hair

No. 73128 *OVS Bulleid CBE* was hauled from Eastleigh Works to Tonbridge by No. 66742 on December 21.

## CLASS 90

A SET of eight Mk.2 coaches, hauled by No. 90042, formed the 1S26/23.50 Euston-Glasgow Central on December 22, in lieu of the normal sleeping cars following strike action by Caledonian Sleeper staff. The train was initially going to run from King's Cross, but ran as booked via the West Coast, albeit very lightly loaded. The coaches were returned to Burton the following day with No. 90045 in charge from Glasgow to Crewe and No. 66720 forward.

Nos. 90024 and 90029 top-and-tailed a football charter (1Z90/11.52 Euston-Manchester Piccadilly and the 1Z91/21.40 return) on December 28, for Chelsea supporters.

Two days later, No. 90029 left King's Cross with the 1Z61/05.52 to Edinburgh via Millerhill where the electric locomotive was replaced by a pair of DBS Class 66s for the trip to Tweedbank. Unfortunately, No. 90029 was declared a failure prior to the return journey (1Z71/17.45 Edinburgh-

King's Cross) and No. 67023 powered the trip throughout with 90029 dead in tow. Both locos then formed part of the 0K06/19.46 Wembley Yard-Crewe Electric along with Nos. 90035 and 66167 on the last evening of 2015.

A trio of Class 90s was recorded on December 3, as Nos. 90024+90021+90039 climbed Beattock atop the 6X65/20.28 (Wed) Didcot-Mossend.

No. 90018 has been named *The Pride of Bellshill* and, in order to reach Mossend for its naming ceremony, it was given the task of hauling Royal Mail EMUs Nos. 325006/12/15 on the diverted 1S96/17.15 Willesden PRDC-Shieldmuir via the East Coast Main Line on December 7.

ScotRail-liveried No. 90024 saw plenty of use on Christmas mail traffic. It was seen at Oxenholme on December 18, with the 6S02/12.42 Warrington RMT-Shieldmuir, an additional daytime service it powered regularly in the run up to the holiday period.

## CLASS 92

EARLY on December 5, No. 90045, working the 1S25/21.16 Euston-

Inverness sleeping cars, lost its pantograph at Ecclefechan, south of Lockerbie.

Rescue eventually arrived in the shape of No. 92018, but the heavy delay resulted in the train being terminated at Edinburgh.

GB Railfreight-liveried No. 92032 *ImechE Railway Division* had charge of the 1M16/20.44 Inverness-Euston on December 10 and the 23.50 departure from London for Glasgow (1S26) the following night. **E**

## ACKNOWLEDGMENTS

BESIDES those credited elsewhere, this issue of *Rail Express* has been made possible by the contributions of the following readers, to whom the editor is most grateful: Stewart Armstrong, Nick Brook, Tom Cripps, Brian Hall, Andy Harkness, Ryan Hayward, Richard Horner, Dave Kirwin, Ian Lothian, Patrick Moss, Chris Playfair, Simon Poole, Colin Pottle, Robert Sherwood, Jamie Squibbs, John Stretton, Tom Swift, The Wanderer, Colin Wareing, James Wiltshire, Jim York, and many more.



# DB Schenker shunter fleet reduced to six in service

Only half a dozen of the operator's Class 08/09s were serviceable as 2015 ended, will they survive for another year?

CONTINUING the theme of much of the year, 2015 ended with the DB Schenker shunter fleet once again facing great uncertainty.

Only six of the allocation were operational on December 31, namely Nos. 08428 at Warrington Arpley, 08632 at Mossend, 08703 at Immingham, 08742 at Oxford Hinksey Yard, 08752 at Tyne Yard and, finally, 08904 at Eastleigh Yard. Of these six, No. 08703 spent a week in the WQAA stored pool between December 13-21 before being reinstated.

Less fortunate was No. 08623, which was stored on December 13 at Hoo Junction. Two days later, the shunter was deposited at Bescot where

it is due to undergo a D-exam and ultrasonic axle testing.

## UNCERTAIN FUTURE

THE last day of 2015 brought further bad news with Nos. 08799 and 09106 both being stored in WQAA. The latter may only be a short term absentee from traffic though as it was stopped at Knottingley for an A-exam and minor repairs. More uncertain is the future of No. 08799, which is now side-lined at Westbury and overdue a major E-exam. Given that no DBS shunter has been authorised for this level of work for quite some time, it may have worked its last train. Also seemingly finished

is No. 08879, which, despite residing in the operational WSRC pool, has lain unrepaired at Margam since June with engine issues.

Resurrected for use as internal pilot at Wigan Springs Branch, No. 08605 was outshopped in DBS red in early December, it now carrying the identity of 'Wigan 2' instead of its TOPS number. This follows on from previous incumbent No. 08877, which was 'Wigan 1'.

Finally, the five Class 08s put up for sale on November 30, Nos. 08630/76, 08737, 08802/86, were transferred to the WQAA surplus pool on December 27.

## SOMERSET BOUND:

The latest Class 08 to be overhauled by Arlington Fleet Services is No. 08947 for Mendip Rail. Resident at Eastleigh Works since May 2013, the shunter initially saw use as works pilot before the overhaul commenced. Pictured on December 23, the loco was removed by road later that day destined for Whatley Quarry. As part of the repairs, new LED lights have been fitted and a repaint into Mendip Rail blue carried out. Meanwhile, the first week of December saw stablemate No. 08650 moved by road from the Isle of Grain to Wishaw to allow traction motor repairs to be carried out by Traditional Traction.

Carl Watson



## LOCATION UPDATE

**Barrow Hill:** 08824, 08924.  
**Bescot:** 08623.  
**Chasewater Railway:** 08441.  
**Eastleigh Works:** 08567.  
**Felixstowe:** 08624.  
**Garston:** 08502.  
**LH Group Services, Barton-under-Needwood:** 08531.  
**MoD Bicester:** 01525.  
**Moveright, Wishaw:** 08511, 08650.  
**Neville Hill:** 08950.  
**Tata Steel, Trostre:** 08870.  
**Toton:** 08578, 08653, 08701.  
**Vale of Berkeley Railway:** 03069.  
**Whatley:** 08947.

## New duties for Traditional Traction '08s'

THE new year could be an interesting one for the Traditional Traction shunter fleet, with the company understood to have acquired at least one new hire contract.

The past few months have also seen Nos. 08441 and 08670 undergo significant attention at the company's maintenance base at Wishaw, this culminating in both locos receiving a new dark-grey livery with black roof and red solebars.

Initially left without logos or numbers, No. 08670 departed the Warwickshire yard for testing at the Chasewater Railway around December 10, it returning six days later for

finishing off. Its place was taken on the 16th by similarly unbranded No. 08441, this remaining at the preserved line over the festive period. It was due to return to Wishaw in early January to receive the logos of Traditional Traction's sister company Railway Support Services before the pair head off on the new hire job.

As December ended, No. 08484 was also undergoing a repaint at Shildon, courtesy of Locomotion, before departing for pastures new. Meanwhile, No. 08511 had arrived back at Wishaw from Felixstowe around December 10 in order to receive repairs.

## NEWS ROUND-UP

### ARLINGTON

THE new owner of No. 08567 has been confirmed as Arlington Fleet Services, it arriving at Eastleigh Works from Crewe Electric on December 3. Stored in October 2012, the shunter was subsequently denied an E-exam and crank repairs by DB Schenker. The loco will now be overhauled by Arlington for use as a pilot at the works.

### EAST MIDLANDS TRAINS

THE Neville Hill shunter fleet has been restored to full strength following the return of No. 08950 on December 23. It had been away at LH Group Services undergoing repairs since October 1.

### FREIGHTLINER

FRESH from a D-exam, No. 08624 was collected from LH Group Services on December 10 and taken to Felixstowe. Now carrying the current Freightliner livery, it took the place of No. 08531, which had made the reverse journey six days earlier for another round of repairs.

### HNRC

THE delivery of No. 08502 to Garston was finally achieved on December 20, almost two months after the shunter left Barrow Hill. Following the aborted attempt on November 26, ground improvement works were required before the low-loader could try again. The next day saw No. 08924 removed from the Liverpool car terminal destined for maintenance at Barrow Hill.

Recent acquisition No. 08824 was collected from Crewe Electric on December 4 and also taken to the Derbyshire roundhouse site to await its turn for attention. As the year ended, similarly sold Nos. 08578, 08653 and 08701 were ready for removal from Toton, having been dug out from the training compound area before Christmas to be de-fuelled.

### MINISTRY OF DEFENCE

WITH rail operations at Shoburyness largely finished, resident Class 01/5 No. 01525 was removed by road in mid-December, it being taken to MoD Bicester to join several of its classmates.

### RIVIERA TRAINS

SOMEWHAT belatedly, Riviera's two Class 08s have been formally transferred to the RTSO shunter pool, the long overdue reallocation from HNRL taking place on December 14. No. 08507 is currently located at Crewe Carriage Shed with No. 08704 at Burton.

### RMS LOCOTEC

DECEMBER 8 saw No. 08870 arrive at Tata Steel's Trostre Works in West Wales, it having departed Wolsingham the previous day. Not a location recently associated with ex-BR shunters, No. 08375 was the last Class 08 to be located here between December 2009 and November 2010.




# Thameslink 'Desiro' deliveries continue

Testing continues as Govia Thameslink Railway prepares to launch Class 700 EMUs into service in spring.

THE fourth Class 700 Thameslink 'Desiro' arrived at the new Three Bridges depot on December 16. No. 700110 was moved on the 6X66/03.15 Dollands Moor-Three Bridges behind No. 66702 *Blue Lightning* after its previous arrival via the Channel Tunnel. The unit joined Nos. 700106-108 already at the depot, while a further set No. 700109 was scheduled for delivery on January 6.

Testing of 24-car formations (i.e. two Class 700/1s) began on December 9, when Nos. 700107+700108 worked the 5X69/22.05 Three Bridges-Leagrave and 5X70/00.12 return. Two

nights previously, the pair had been out individually, No. 700107 working to Bedford and then Brighton, with No. 700108 working to Cricklewood and back.

The first Class 700 units are due to be put into service around the end of March, when six Class 387/1 units will be released for transfer to Great Western Railway. A further four sets are scheduled for transfer at the end of April, with the remainder following in February 2017 (eight units) and March 2017 (11 units). The first '387s' are not expected to enter service with GWR until the end of the year. 

**Right: A vision of the Thameslink future at Bedford on December 17, as 12-car set No. 700106 waits to leave with the 5X02 test service to Brighton. Colin Pottle**



## DMU

### CLASS 143 'PACER'

SIGNALLING problems on December 7 resulted in the 2C43/06.23 Bristol Parkway-Penzance being worked by Nos. 143618+143612 from Newton Abbot to its destination, providing the rare appearance of a Class 143 at the Cornish terminus. While Class 142s were regular visitors in the 1980s as 'Skippers', the Class 143 fleet has only made occasional visits previously. The pair returned east on the 2P86/11.41 Penzance-Plymouth.

December 28 saw another deviation from the usual Class 143 workings when No. 143618 performed

the 2P93/15.50 Exeter-Plymouth.

### CLASS 150 'SPRINTER'

NOW in GWR green, No. 150232 returned from Wolverton to St Philip's Marsh after attention on December 22.

### CLASS 159 'SPRINTER EXPRESS'

THE second Class 159/1 to undergo refurbishment, No. 159102, was released on November 27 and returned south on the 5Z59/11.14 Brush, Loughborough-Salisbury. Moving the opposite way on December 2, No. 159101 was noted passing Cheltenham on 5Z60/08.02 Salisbury-Brush, Loughborough.

### CLASS 166 'TURBO'

A CAR from No. 166209, DMCO No. 58109, arrived at Brodie, Kilmarnock by road in mid-December for repairs. It had been stopped since November 16, after suffering an engine fire while working a Gatwick Airport to Reading service. The centre car from the set, No. 58609, has been temporarily added to No. 165128 to make it up to three-car formation.

Newly overhauled No. 166210 was back in traffic by December 16, while No. 166212 returned to Reading from Wolverton on December 23.

### CLASS 168 'TURBOSTAR'

TWO Class 168s damaged after striking trees on December 6 were sent away for repair on December 23. Nos. 168113

and 168325, the latter having only entered service a few weeks earlier following conversion from No. 170305, departed as the 5Z16/12.30 Aylesbury-Wolverton, which ran via High Wycombe and Acton.

### CLASS 170 'TURBOSTAR'

GREATER Anglia's No. 170208 was despatched for a C4 overhaul on December 5, working the 5Z70/09.09 Norwich Crown Point-Brush, Loughborough.

### CLASS 172 'TURBOSTAR'

THREE undamaged vehicles from the two London Midland units that have suffered engine fires in recent months, Nos. 172333/338, have been formed together to create a hybrid set. The mixed set is made up of Nos. 50338+56333+79333.

## DEMU

### CLASS 201 & 202 'HASTINGS'

ON December 5, 'Hastings' unit No. 1001 worked the 1Z84/07.36 Hastings-Salisbury and 1Z85/17.10 return 'Salisbury Star 2' railtour (see picture on page 71). Two weeks later, it made its annual trip from Hastings to Kensington Olympia on the 'Olympia Express' private charter to the London International Horse Show.

## EMU

### CLASS 318

HEADING back to Scotland following its overhaul, No. 318263 was noted passing Alnmouth on December 7 as the 5Z20/15.37 Wabtec, Doncaster-Glasgow Shields.

### CLASS 319

FOLLOWING completion of its overhaul, No. 319422 worked the 5M81/08.22 Wolverton-Bedford on December 5. Moving to Wolverton for attention later in the month were Nos. 319458/59.



**TYSELEY TYRE TRIP:** The Rail Operations Group undertook a further move for London Midland across Birmingham on December 8 of a Class 323 from Soho depot to Tyseley for tyre turning. This time Class 56 No. 56301, still in ex-Fastline colours, was utilised and the 5Z48/13.45 departure from Soho is seen passing the site of the long-closed Sutton Park station running more than an hour early. John Whitehouse



No. 319218 *Croydon* has lost its Lyca Mobile advert in favour of GTR livery, emerging in its new colour scheme on December 19, when it operated the 5M81/08.22 Wolverton-Bedford.

#### CLASS 320

DECEMBER 23 saw No. 320306 sent away for overhaul, No. 47847 undertaking the move, which ran as the 5X48/11.20 Shields-Glasgow Works.

#### CLASS 321

ONE of the former London Midland units destined for transfer to ScotRail later this year, No. 321417, undertook a 5Z21/12.27 Wolverton-Ilford working on December 24. The seven units will be reduced to three-car formation and are expected to be renumbered as Nos. 320411-417.

Greater Anglia's No. 321321 moved to Wabtec, Doncaster for 'Renatus' refurbishment on December 22, joining Nos. 321303/304 on site.

#### CLASS 325

ON December 18, No. 325002 returned from its visit to Toton's paint shop, being hauled by No. 67028 on the 5Z25/10.45 Toton-Crewe Electric.

#### CLASS 334 'JUNIPER'

OUT of action since October 14, when it struck a stolen vehicle, which had been placed on the line near Uphall, No. 334016, was moved from Polmadie to Brodie, Kilmarnock for bodywork repairs on December 22. Traction was provided by Nos. 47847 and 66722 running in top-and-tail mode.

#### CLASS 357 'ELECTROSTAR'

TWO more units have undergone conversion to 'high density' sets with the removal of a number of seats to create extra standing capacity. Nos. 357212/228 were renumbered to Nos. 357312/328 during December.

#### CLASS 365 'NETWORKER'

NEWLY overhauled No. 365536 returned to Hornsey on November 20 following overhaul at Bombardier, Ilford.

#### CLASS 375 'ELECTROSTAR'

OVERHAULS and repaints of the Class 375/6 sub-fleet are continuing apace at Bombardier, Derby. In the early hours of November 28, No. 37884 emerged from the site with Nos. 375616 and 375620, departing with the pair as the 5Q58/03.09 Derby Litchurch Lane-Ramsgate. The loco returned to Derby with No. 375615 in tow. A week later (December 5), the Class 37 took No. 375626 back to Ramsgate after attention before bringing No. 375610 *Royal Tunbridge Wells* north on the 5Q57/14.43 Ramsgate-Derby Litchurch Lane. The latter train ran again on December 12, No. 375625 leaving Ramsgate behind No. 37884.

The final moves of the year, which used the same loco once again, took place on December 19, when newly overhauled No. 375615 was taken back to Ramsgate following its overhaul, and No. 375607 arrived at



**RUSH HOUR AT DOVEY JUNCTION:** A busy moment at the remote railway outpost in Powys on December 15 sees (from left) No. 158829 working the 1J09/10.29 Shrewsbury-Aberystwyth, No. 158835 the 1G35/11.30 Aberystwyth-Birmingham International, and 158840 the 2G35/09.34 Pwllheli-Birmingham International. The latter two left separately but are booked to join up at Machynlleth. Jim Scott

Derby for attention.

Stopped since it hit a herd of cows near Wye on July 26, No. 375703 undertook a test run from Ramsgate to Faversham and back on December 16. The damaged car from the set, Driving Motor Composite Open (DMCO) No. 67833, had returned to Ramsgate from Wolverton six days previously. The set returned to normal service on December 18.

#### CLASS 378 'CAPITALSTAR'

THE additional cars to make the remaining five 'Capitalstar' units up to five-car formation, Nos. 38433/34/55-57, were released on December 2. No. 66094 hauled the newly constructed vehicles as the 7X01/21.17 Derby Litchurch Lane-Wembley, after which they were moved to New Cross to be inserted into the relevant units. Nos. 38433/34 were in traffic by December 16 (formed in Nos. 378233/34), while Nos. 378255-57 had gained Nos. 38455-57 by December 23, completing the Class 378 extension programme.

#### CLASS 387 'ELECTROSTAR'

DECEMBER 1 saw the sixth new 'Gatwick Express' set, No. 387206, released from Bombardier, Derby, moving to Bletchley for testing behind No. 66519. The same movement (the 7X33/17.13 Derby Litchurch Lane-Bletchley) ran on December 9, No. 66526 *Driver Steve Dunn (George)* taking No. 387207 for testing, while on December 16, No. 66514 emerged with No. 387208. The final delivery of the year occurred on

December 22, when No. 387209 was released from Derby, departing for Bletchley behind No. 66614.

A test run on December 8 saw Nos. 387203/206 run from Bletchley to Brighton and back, and the next day the same pair ran to Wembley and then to Crewe. No. 387206 reached Crewe again on December 11, this time with No. 387207, and the same pair were observed heading for Brighton four days later.

December 16 saw No. 387207 run to Brighton again, this time with No. 387203 and on December 22 a 12-car formation, comprising Nos. 387208+387205+387207, worked the 5B89/08.36 Bletchley-Bletchley via Brighton test run.

#### CLASS 458 'JUNIPER'

THE last two Class 458/0 units, which were both removed from service in November, have both been transported by road to Wabtec for conversion to Class 458/5. The first to be moved was No. 8021, which arrived at the beginning of December, and this was followed by No. 8016, all four cars leaving Wimbledon on December 9-10.

On December 4, newly converted No. 458514, which has become a five-car set with the addition of No. 74407, was released and returned to South West Trains behind No. 70803 on the 5X58/22.02 Wabtec, Doncaster-Wimbledon.

Another set emerged six days later, No. 458506, formed with extra car No. 74436, departing on the 5X58/20.16 Wabtec, Doncaster-Wimbledon, hauled

by No. 70803. The last set to emerge in 2015 was No. 458517, which arrived back at Wimbledon from Doncaster on December 22, No. 70809 having provided traction. No. 74426 is the fifth car in the set.

Nos. 458512/513/515/523 all entered service during December, bringing the operational fleet up to 27 examples, with a further two sets that had previously returned to traffic (Nos. 458501/518) being out of use with fire and side scrape damage respectively.

Several cars from No. 458501 moved to Alstom's Wembley site from Loughborough and Doncaster during December. The four sets still at Doncaster undergoing conversion, Nos. 458507/516/521/528 will gain former Class 460 car Nos. 74406/408/428/438 as their additional cars. At Wimbledon for testing before entering service in late December were Nos. 458506/514/517.

#### CLASS 465 'NETWORKER'

ON December 5, No. 465908 was released by South Eastern for overhaul, and was taken away by No. 66717 *Good Old Boy* on the 5X89/11.30 Slade Green-Wabtec, Doncaster. The 'Networker' joined classmate No. 465934 at Doncaster.

#### CLASS 508

FOLLOWING a spell at Allely's yard at Studley (Warwickshire), Class 508 DMSO No. 64720, formerly part of No. 508210, was moved to Veolia Environmental Services at Hinckley for scrapping during the first half of December.



## IN BRIEF

## LOCOMOTIVE SERVICES ACQUIRES GENERATOR VAN

DB Schenker has disposed of Mk.1 Generator Van No. 6311 to Locomotive Services Ltd, the vehicle moving from Toton to Crewe by road during the week ending December 25. It was one of three former BGs (Brake Gangway) originally converted for use on Sleeper services between Edinburgh and Aberdeen/Inverness.

## BARRIER COACH UPDATE

AFTER a protracted overhaul, which involved visits to both Springburn and Wolverton, Mk.4 barrier coaches Nos. 6352/53 arrived back at Bounds Green in mid-December. At the same time, Nos. 6355/59 were sent to Wolverton for attention. Also now at Wolverton are four HST barrier coaches, Nos. 6344/46/93/94, all of which arrived from Springburn during the month.

## DRS DEVELOPMENTS

THE third overhauled Mk2f DBSO, No. 9710, emerged from RVEL, Derby on December 10, and departed for Kingmoor behind No. 68001 *Evolution*.

# Chiltern Railways slam-door Mk.3 suffers fire damage

ATW vehicle loaned to Chiltern to provide cover.

ONE of two coaches from the Banbury commuter 'slam-door' Mk.3 set to have recently been painted into Chiltern Railways silver, Tourist Standard Open (TSO) No. 12094, was damaged on December 11 when an air conditioning unit caught fire, requiring the attention of three fire appliances.

The coach, which had only been released from overhaul on October 31, suffered internal damage and returned to Bristol for repairs on December 21, Nos. 56312 and 56303 supplying traction for the move as the 5Z35/15.01 Wembley LMD-Bristol Barton Hill.

To provide cover while No. 12094 is out of action, DB Regio has loaned a TSO from one of its other Train Operating Companies. No. 12182, which is an Arriva Trains Wales vehicle,

## CHILTERN RAILWAYS SLAM-DOOR MK.3 FLEET


Number	Type	Status (as of late December)
11029	FO*	In traffic, still blue/grey
11031	FO	In traffic, still blue/grey
12017	TSO	Undergoing overhaul/repaint at Barton Hill
12043	TSO	In traffic, repainted in Chiltern livery
12054	TSO	In traffic, still blue/grey
12094	TSO	Fire damaged, now at Barton Hill
12119	TSO	In traffic, still blue/grey
12182	TSO	In traffic, on hire from Arriva Trains Wales

Note: \* Has a TSO interior.

moved south on the 5A68/07.15 Crewe CS-Wembley LMD on December 19, sandwiched between Nos. 68012 and 37425 *Sir Robert McAlpine/Concrete Bob*. Details of the Chiltern 'slam-door' fleet can be found in the list (above).

Earlier in the month, on December 7, No. 12043 had returned following overhaul and repaint into Chiltern colours, No. 31601 *Devon Diesel*

*Society* hauling the coach as the 5Z34/10.04 Barton Hill-Wembley LMD. The loco then returned to Bristol with another blue/grey TSO, No. 12017.

On December 10, the same Brush Type 2 moved plug door-fitted No. 12608, which had been at Barton Hill since November 16, back to Wembley and then took No. 12604 away for overhaul. 

## SHEDTALK

Correct to January 1, 2016

## Allocations

1699 deleted (preserved)  
3100 RTCO-MBCS  
3144 RTCO-RTCS  
3181 MBCS-MNXX  
3330/44/48/84 RTCO-MBCS  
3426 RTCO-MBCS  
5040 RTCO-RTCS  
5276 RTCO-RTCS  
5647 MBCS-MNXX  
5989 MBCS-MNXX  
6107 deleted (cut)  
17077 RTCO-RTCS  
92936 RTCO-RTCS  
94462/88 RTCO-RTCS

## Riviera Trains

All Mk.2 Air Conditioned coaches were transferred from EH – CD in 2013, then CD – EH in 2015

## Stored/stopped locations

Carnforth: 94525/26/42  
Crewe South: 94538  
Cardiff Canton: 96602  
Derby RVEL: 9508

## Sold

Mid Norfolk Railway: 3385, 9513

## Riviera coaches hired for Caledonian Sleepers



After use the previous night between Euston and Glasgow Central instead of the Caledonian Sleeper service, whose staff were on strike, Freightliner's No. 90045 hauls the empty rake of Riviera stock past Winwick Junction, Cheshire, as the 5Z26 Glasgow Central-Burton on December 23. No. 66720 replaced the '90' at Crewe. Andy Mason

A SHORTAGE of operational Mk.2 vehicles for Caledonian Sleeper services, largely caused by a number of coaches requiring attention to wheelflats, resulted in a pair of hired-in Riviera Trains vehicles (Restaurant First Open No. 1212 and Brake Standard Open No. 9507) being used as the seated vehicles on the Edinburgh-Fort William portion for a period from November 21.

A further Riviera coach, the InterCity-liveried BSO No. 9526, was also hired for use on Euston-Edinburgh services – the lack of a serviceable brake vehicle for

these trains had resulted in a number of cancellations in the week leading up to this coach being put into use.

A strike by Caledonian Sleeper crews on the night of December 22/23 saw a rake of eight Riviera coaches used to work the 1S26/23.50 Euston-Glasgow Central service on December 23. The train was made up of Generator Van/Staff Coach No. 17105 and seated coaches Nos. 3390, 5921/64, 6042/51/67 and 6158.

ScotRail also hired six coaches from Riviera Trains for use on the additional

Forth Bridge shuttles, which ran from December 9-23 while the main road bridge was closed for repairs resulting in more people travelling by train. The coaches used were Nos. 3333, 5950/98, 6024/54 and 9520.

Two of the final Riviera coaches to leave Crewe were TSO Nos. 5910 and 6141, which departed behind No. 31601 *Devon Diesel Society* as the 5Z31/14.30 Crewe South Yard-Burton on November 25. Three other coaches (Nos. 80042, 92303/936) were transferred between the two depots by road in October.

## Greater Anglia overhauls continue at Wolverton Works

DRIVING Van Trailer (DVT) No. 82102 went to Brush, Loughborough for attention on November 19, leaving Norwich behind No. 66427. It returned as the 5Z52/13.14 from Brush behind No. 57306 on December 23.

On November 26, the same '57' had brought Nos. 11068 and 12016 back

to Norwich from Wolverton following overhaul. November 30 saw No. 47790 *Galloway Princess* employed on a move to Wolverton with Nos. 12042/99 in tow and, on December 14, the '47' and No. 57310 *Pride of Cumbria* took Nos. 11070 and 12060 away as the 5Z55/08.59 Norwich Crown Point-Wolverton. The

move also included DRS Mk.2f TSO No. 5919, and the two locos continued to Crewe with this coach.

Coaches returning to Norwich after overhaul included Nos. 10403 and 12049 on December 8 (hauled by No. 37422) and Nos. 11100 and 12097, transferred by No. 57310 on December 22.



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# DBS big red box programme - the story so far

With pre-assembled boxes arriving on a regular basis from Scandinavia, Axiom at Stoke-on-Trent is ramping up the programme of BDA to MXA box wagon conversions.

DESPITE some six decades of service, the hardy Bogie Bolster D wagons refuse to bow out from regular service. Some 3000 wagons were built during the 1950s based on a LMS/LNER design. About half of the survivors were air-braked, fitted with Y25 bogies and revised bolsters under a refurbishment scheme undertaken at Ashford and Shildon from 1977 to 1981. Their numbers have been culled in the intervening years, but DB Schenker has selected the design for conversion to MXA bogie box wagons.

Three prototypes were converted earlier this year, all at the workshops of

the DBS subsidiary Axiom Rail in Stoke-on-Trent: MXA (ex-BDA) No. 950231 in February, MVA (ex-BBA) No. 910164 in April and MUA (ex-BAA) No. 900241 in May.

## MXA PRODUCTION RUN

The MXA type has been the first to be given a production run, with at least 160 expected to be converted before the middle of next year. At the time of writing, some 45 have been completed and have left Axiom for Warrington Arpley and the wider network. There are a further eight refurbished chassis awaiting the


fitment of boxes (Nos. 950858/65/932, 951105/29/31/42/86), with approximately 25 other donor vehicles on site.

The first production example to be completed was No. 950901, which was reported fitted with its box in the last week of October. This was quickly joined by Nos. 951158 and 950291 before the end of the same month. So far there seem to be three different TOPS design codes allocated to the rebuilds: MX005A, MX006A and MX007A.

Like the HKA conversions, the MXAs are also now receiving 'paper' UIC/ERA 12-digit numbers in the 82 70 4703

xxx series, along with the UIC code Sns (which relates to the chassis rather than the box). These are not numbered sequentially in order of rebuilding date or original number. The six-digit TOPS identity continues to be the reportable number.

## NUMBERS GAP

Of the MXAs completed, there is a gap between Nos. 82 70 4703 006-5 and 82 70 4703 042-0. Most notable is the completion of 82 70 4703 160-0, all on its own some 75 numbers higher than any other wagon so far outshopped from Axiom Rail! 

## DEVELOPMENTS

### ■ ARLINGTON FLEET SERVICES:

Eastleigh Works-based YVQ Weltrol No. ADB 900922 has been spotted carrying a new loadbank, which has been painted in Arlington's green house livery.

■ **COLAS RAIL:** No. 70804 was tasked with moving Colas' stored ex-FLHH coal hoppers from Exeter Riverside Yard on December 8. The Class 70/8 was recorded with HHAs Nos. 370252/63/7/8/74/6/80/2/3/5/7/8/90-2/6/300-2/4 working the 4B70/09.00 to Barry Island in South Wales. Meanwhile, on November 10, orange/yellow 'Tug' No. 60047 transferred eight of the stored IWA timber carriers (identities unknown) from Eastleigh Works to the Pullman Rail workshops at Cardiff Canton (also owned by Colas). The train was the 6Z60/07.31 Eastleigh-Canton Sidings.

■ **DB SCHENKER:** December saw the return of the Anglo-Scottish Christmas additional mail trains run with VGA/VKA vans. Usually routed via the WCML, the 7th-8th saw No. 66077 in charge of the 6M03/05.20 Shieldmuir RMT-Warrington RMT empties via the ECML and Stalybridge due to flooding, formed of VGA Nos. 210446/56/500/58/65/94/618/34 and VKA Nos. 210483/526/75/96/603/48. Three more dedicated aggregates HTA-E wagons have been converted. Nos. 310686/726/91 were all reported on TOPS with the new coding. They have also been allocated the HT051B TOPS design code, which is different to the HT051F designation given to the first two vehicles (see October 2015 issue).

■ **DRAX POWER:** WH Davis has commenced work on a further 50 IIA Tafoos biomass hoppers for Drax. The number series continues on from the previous 200 wagons, with the latest batch to be numbered Nos. 83 70 0698 201-250. The first delivery comprised just five wagons, Nos. 83 70 0698 205-7, 206-5, 207-3, 208-1 and 209-9. They departed Langwith Junction on November 26 as the 4Z66 WH Davies-Milford Sidings behind No. 66065.

■ **FREIGHTLINER HEAVY HAUL:** There are

only six HHAs to report that made the trip to CF Booth for cutting in the period under review. On November 26, No. 66599 delivered Nos. 370307/28/37, while the following Tuesday (December 1) it was the turn of Nos. 370311/23/43 to head to South Yorkshire.

■ **GB RAILFREIGHT:** With Drax ordering more biomass hoppers, GBRf has decided to further modify members of its HYA/IIA fleet for aggregates use. On October 29, No. 47815 collected former biomass conversion No. 375051 from WH Davis. The most notable difference is the loss of the covered roof. Sadly, the graffiti on the side of the wagon was not attended to at the same time, unusual for such an image-conscious company as GBRf. The Riviera 'Brush 4' was back at Shirebrook on December 9 to collect a rake of 12 converted HYAs (identities unknown) which had arrived just seven days earlier behind No. 66764.

■ **GE RAIL SERVICES:** Murco TEAs Nos. GERS 89019 and GERS 89020 have been repaired and given a new coat of red paint at Arlington Fleet Services, Eastleigh. They departed the Hampshire site in late October behind Freightliner's No. 66420.

■ **NETWORK RAIL:** The national infrastructure owner has taken ownership of its first Kirow crane. The 106.4-tonne heavy duty KRC1200UK, which can perform lifts of up to 125-tonnes, is the fourth such vehicle to operate in the UK. Numbered No. 99 70 9319 013-7 (TOPS code ZOA-K, design code Z0068A), it is also expected to carry the departmental plant number DRK 81614. Other units are owned by Balfour Beatty, Colas Rail and Volker Rail. The crane arrived at Dollands Moor on the last day of November but was not added to stock until December 9.

Three ex-EWS/DBS FCA wagons have been modified to work with NR's new toy. Their numbers are not currently known, but they have been kitted out as a support/tool vehicle, counterweight wagon and beam/

extension wagon. This is similar to the three other Kirow KRC1200UK cranes, which all use new-build KFAs from Trinity Rail/Astra Rail of a similar design. All are renumbered in the No. 97401-18 series (various prefixes). It remains to be seen if NR's three wagons will join them in this series.

Also new is the second Robel 69.60/4-UK Mobile Maintenance System (MMS), Nos. DR97502, DR97602 and DR97802, which hit the country in early November. It made its first trip under its own power on the 6th, working an 09.58 West Ealing Plasser Sidings-Paddock Wood Keylands Sidings trip.

■ **WH DAVIS:** The Nottinghamshire wagon builder continues to pick up regular work. The Nuclear Decommissioning Authority has awarded the company a contract to build five 'new generation' flask wagons, which will replace examples of the Procor/BREL-built fleet of FNAs from the 1980s. NDA's train-operating subsidiary

Direct Rail Services is acting as project manager for the order and the wagons are expected to be delivered in the third quarter of 2016.

■ **DISPOSALS:** As well as reducing FLHH hoppers to scrap metal, CF Booth, Rotherham has been accepting a large number of ex-VTG Rail UK wagons from long-term storage at Long Marston. The following arrived in late November/early December: JXA No. VTG 3005, PNA Nos. VTG 3759/60/4/8/72/7/83/5, TTA kerosene tanks Nos. BPO 53722/4/6/30/1/5/40/2, TTA methanol tanks Nos. BRT 57501/3, TEA Nos. VTG 80163/7/562/5/6, TEA Nos. RLS 82208, VTG 82213, VTG 87105/16/8/71/80/219/22/325/33/478/799 and BPO 87166/7/87/261/485/563/5/72/5/6/9/580/3/669. Another arrival at Booth's was KSA 'cube' No. 33 70 4739 053-5.

Meanwhile, down the road at Ron Hull Jr's yard, BBA No. 910007 (from Axiom Rail, Stoke) was in the process of being cut up.



■ **NEW STONE FLOW:** The new Hope Construction Materials terminal at Bevois Park, Southampton, received its first trainload of aggregates on December 14, marking the start of a five-year deal with DB Schenker to transport stone from the quarry at Dowlow to 10 locations across the country. No. 66018 worked into the new facility with 10 MBA Megabox wagons (Nos. 500029/30/9/49/65/80/6/16 1/4/82), which had travelled down from Derbyshire as the 6Z16/02.00 Buxton to Southampton Up Yard, and is pictured after arrival and unloading. Dave Kirwin



# GMs feature on main line 'Santa Specials'

Three RPSI charters from Dublin were booked for diesels, while another rescues a failed steam locomotive.

EVERY year during the lead up to Christmas, the Railway Preservation Society of Ireland (RPSI) organises a series of 'Santa Special' trains with the co-operation of Irish Rail and Northern Ireland Railways. This year was no exception, with sold out tours on selected weekends in the greater Belfast and Dublin areas.

The 14 Belfast area trains were steam-operated, but three of the 15 Dublin-based trips, which ran between Pearse and Greystones, were booked for diesel power. These

were the 16.43 ex-Pearse and 17.53 return on November 28, December 5 and 12.

The consist throughout the programme was: 'BR' van No. 3173 and seven Cravens coaches. As the booked steam locomotive on the Dublin specials is based at Connolly shed, the empty coaching stock is transferred from Inchicore to Connolly and return by an IR GM locomotive.

On the morning of November 28, GM No. 087 – which had hauled the stock from Inchicore – failed to start


at the 'blocks' at platform 3. Sister loco No. 078 then undertook pilot duties, and No. 087 was started up later after receiving attention.

Diesel haulage of a 'Santa Special' was experienced earlier than expected when No. 078 was despatched light engine to a location near Dalkey (south of Dublin) where ex-LMS NCC steam locomotive No. 4 had been declared a failure while working the return of the 13.10 ex-Pearse from Greystones.

No. 078 hauled the complete train

to Pearse and then to Connolly, where No. 4 was removed and subsequently repaired. It was found that poor quality coal had caused clinkering in the firebox.

No. 087 was attached to the stock and this locomotive then worked the delayed 16.43 Pearse to Greystones, departing at 17.55.

On December 5, GM No. 077 worked the 16.43 special while a rather careworn silver and black liveried No. 072 did the honours on the 12th. 



**LATEST GM IN NEW-LOOK LIVERY:** 201 Class locomotive No. 228 made its first run after release from Inchicore Works in the new 'Enterprise' livery on December 9, working the 09.00 Dublin Heuston to Cork and 12.20 return with Mk.4 set 4007. It is seen passing through Islandbridge Junction, just outside Heuston, with the return from Cork. The loco's full UIC number No. 92 60 0310 228-8 is applied to the solebar. Kieran Marshall

## Timetable changes postponed after critical feedback

IRISH Rail published draft new timetables on November 24 for services that serve Dublin Connolly. The proposed timetables – which cover DART, Commuter and InterCity services to Sligo and Rosslare Europort, plus the 'Enterprise' cross-border service – were planned to be introduced on January 31, but have since been put back.

The company asked for feedback from the public in December as it planned major changes to services, including improving DART service patterns, with a proposed 10 minute

frequency throughout the day on Mondays to Fridays, and 15 minute and 20 minute frequencies on Saturdays and Sundays respectively.

The 'Enterprise' timetable is to be recast with a regular interval service provided between Ireland's two largest cities and an extra train provided on Sundays. A negative feature of the improvements in the Dublin suburban area is track capacity issues, and these will impact on the 'Enterprise' by extending journey times quite considerably. The proposed 06.15

ex-Belfast is scheduled to complete its journey in an uncompetitive two hours 26 minutes, while the average for most of the other trains on the service is to be an uninspiring two hours 15 minutes.

It was not until December 4 that Translink/NIR advised intending passengers in Northern Ireland of its feedback facility about the proposed changes, it was then available until December 18. The proposed timetable brought criticism from Northern Ireland politician John Dallat MLA, who stated that the journey time between

Belfast and Dublin was no better than schedules in use during the steam age.

Widespread criticism from the media and individuals on both sides of the border was also forthcoming and, as a result, the proposed timetable changes were postponed. IR and NIR subsequently stated that they were to jointly investigate the issues involved, and work closely together to resolve them.

It is understood that an updated and revised timetable could now be offered for public scrutiny by March.



**RETRO LOOK FOR METRO-VICK:**

Preserved CIE 001 Class No. 039, which is owned by the Irish Traction Group, has been repainted into 1960s black, orange and white livery. It is pictured sporting the new look at the Downpatrick and County Down Railway on December 26. No. 039 is one of four such locos in preservation, with the last of the once 60-strong fleet being withdrawn in 1995. Andrew Burton

**NORTHERN IRELAND RAILWAYS (NIR)**

ON November 16, GM No. 112 worked a ballast train on the Belfast to Larne Harbour line. Ballast was discharged in the Whitehead to Magheramorne section.

It is reported that two extra trains operated from Ballymena to Belfast GVS on Sunday, December 6, due to passenger demand. They departed Ballymena at 12.50 and 13.50, while a return extra departed GVS at 16.00.

**ADDITIONAL WORKINGS**

An additional 09.35 Belfast to Connolly and 18.20 return were scheduled to operate each Saturday from November 14 until December 19, specifically to ease loadings on the 10.35 ex-Belfast.

The 09.35, booked to be worked by an NIR CAF-built 3000 series unit from the 3001-3006 pool, was scheduled to accomplish the Newry to Connolly leg in a fraction under 60 minutes.

Passenger demand also saw regular services between Belfast and Portadown on Sunday, December 13, augmented by an extra at 18.05 from GVS to Portadown. The 18.05 ran non-stop between GVS and Lisburn.

**Sandite 'Thumper' returns to store as season ends**

DEMU to be kept in reserve as replacement MPV is due later this year.

THE final run of the daytime Sandite railhead treatment train occurred on November 27. The use of NIR's only operational 8080 Class DEMU continued, however, until December 5, when the last nocturnal trip was operated.

The final leg saw the dedicated DEMU Nos. 8090+8752+8097+8069 depart Antrim at 03.33 and run to York Road. The unit, which had performed faultlessly throughout the autumn programme after unreliable Motor Coach No. 8094 had been replaced by No. 8090, was then stabled and shut down.

While a new Multi-Purpose Vehicle

for Sandite duties is on order from Windhoff Bahn in Germany, and is expected to enter service later in 2016, NIR plans to retain the DEMU and its spare vehicles as back up, possibly until early 2017.

The Downpatrick and County Down Railway (D&CDR) plans to preserve a number of DEMU vehicles that remain on NIR's books when the company eventually releases them. Thus will end a 50-year connection between 'Thumper' DEMU traction and railway company service in Northern Ireland.

NIR's predecessor, the Ulster Transport Authority (UTA) introduced the English Electric-powered 70 Class in

1966, the first of the three DEMU types that have featured on the province's railways. The arrival of the first of two types of CAF-built DMUs in 2004 heralded the gradual demise of the fleets of 8080 and 8450 Class DEMUs in passenger service.

The other DEMU vehicles that remain on NIR books are: three-car unit No. 8455 and Motor Coach No. 8089, which are stored at Ballymena. York Road is the storage location for Motor Coach No. 8094 and trailer No. 8749. Three-car unit No. 8458, which has been preserved by the D&CDR at Downpatrick and is operational, has recently had its NIR/Translink signage removed.

**IARNROD EIREANN / IRISH RAIL**

■ **TRAFFIC AND TRACTION:** 22000 Class vehicle No. 22133 had its promotional exterior vinyls removed at Laois Traincare Depot on November 18. It had worn the vinyls promoting the film Hotel Transylvania 2 since the end of September (see previous issues).

071 Class locomotive No. 080 was released from Inchicore Works during early December after completion of bodywork refurbishment and relivering into the standard grey livery.

201 Class locomotive No. 228 re-entered revenue earning service on December 9, after undergoing attention at Inchicore, which included relivering into the new 'Enterprise' livery. It worked the 09.00 Heuston to Cork with an eight-coach Mk.4 train (DBG 4007).

The aftermath of Storm Desmond in early December saw a number of rail services severely affected. On the 7th, flood water overwhelmed a part of the Longford to Carrick-on-Shannon section of the Dublin to Sligo line and, as a

result, the affected section was closed and bustitution introduced between the two intermediate stations.

The closure marooned five DMUs (one three-car and four four-cars) at Sligo, and some Commuter services in the Dublin to Maynooth, Longford and Drogheda areas were short formed or cancelled. The Sligo line was also flooded at Kilcock, but trains were able to traverse the affected area at walking pace.

Flood water also closed sections of the Limerick to Athenry line, with bustitution being introduced. The affected sections were located between Sixmilebridge and Ennis, and in the Gort area.

A truck conveying concrete blocks collided with two bridges in the Drumcondra and Clontarf areas of Dublin during the evening peak on December 9. As a result, services on the Dublin to Drogheda and Maynooth lines were severely disrupted. Services

returned to normal later in the evening after the structures were examined and declared safe.

On December 17, a problem with an exterior door on the De Deitrich/Mk.3 train (DBFO 9002) that was working the 16.50 Connolly to Belfast with GM No. 206 saw the complete train declared a failure at Harmonstown. Single line working around the failed train was introduced, and passengers were transferred to the 17.13 Pearse to Dundalk, which was worked by units Nos. 29x11+29x17. At Dundalk, passengers were accommodated on the 19.00 Connolly to Belfast, which was worked by five-car unit No. 22x39. The failed train ran empty from Harmonstown to Belfast and was recessed en route in the loop at Clongriffin station.

■ **NEWS IN BRIEF:** AN EU-funded refurbishment of the 536 metre long Boyne Viaduct at Drogheda on the Cross-Border line has been completed.

The €6.1 million project included new drainage/waterproofing, repairs to steelwork, new track/ballast and repainting.

The track upgrade of the Hazelhatch to Port Laoise section of the Dublin to Cork line has been completed. The down siding at Portarlinton has been slewed and a new 120 metre long siding has been installed at the Cork end of Lisduff Civil Engineers yard, which is located in the Ballybrophy to Templemore section.

At Cork station, a temporary footbridge has been erected over the bi-directional loop line on the up side of the station. The structure provides a safe access route between the station and a contractor's compound.

As of December 8, there were seven ex-IR Mk.3 vehicles at Mivan Limited, Antrim, Northern Ireland. They were being fitted out for their new role as part of the Belmond 'Grand Hibernian' luxury train (see January issue).



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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	<a href="http://ehattons.com/wtc">ehattons.com/wtc</a>	£67.96	Mar 2013							
Class 5P4F	<a href="http://ehattons.com/5p4f">ehattons.com/5p4f</a>	£131.70 (EST)	Mar 2013							
Class 90 Electric	<a href="http://ehattons.com/c90">ehattons.com/c90</a>	£119.00 (EST)	Jul 2015							
LNWR Webb coal tank	<a href="http://ehattons.com/wct">ehattons.com/wct</a>	£102.00 (EST)	Sep 2014							
Class 117 3-Car DMU	<a href="http://ehattons.com/c117">ehattons.com/c117</a>	£170.00 (EST)	Sep 2015							
Class 121 "Bubble Car"	<a href="http://ehattons.com/c121">ehattons.com/c121</a>	£127.50	Sep 2015							

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Class 73	<a href="http://ehattons.com/c73">ehattons.com/c73</a>	£105.00	March 2012							
Class 68	<a href="http://ehattons.com/c68">ehattons.com/c68</a>	£118.00 (EST)	Apr 2014							
GWR Railcar	<a href="http://ehattons.com/gwrrc">ehattons.com/gwrrc</a>	£102.00	July 2014							

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J94	<a href="http://ehattons.com/j94">ehattons.com/j94</a>	£82.00	Aug 2014							
14xx	<a href="http://ehattons.com/14xx">ehattons.com/14xx</a>	£99.00	Sep 2014	Feb 2015						
Hatton's King	<a href="http://ehattons.com/king">ehattons.com/king</a>	£169.00-£179.00	Aug 2014	Nov 2014						

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 02 Tango	<a href="http://ehattons.com/02">ehattons.com/02</a>	£148.00	Nov 2013							
Class 07	<a href="http://ehattons.com/ci07">ehattons.com/ci07</a>	£99.00 (EST)	Jan 2016							

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King	<a href="http://ehattons.com/horking">ehattons.com/horking</a>	£148.14 - £179.99	Dec 2014							
Class J50	<a href="http://ehattons.com/j50">ehattons.com/j50</a>	£74.06	Dec 2014							
Hornby Adams Radial	<a href="http://ehattons.com/horar">ehattons.com/horar</a>	£111.10	Dec 2014							
Class Q6 Raven	<a href="http://ehattons.com/Q6">ehattons.com/Q6</a>	£118.99	Nov 2015							
Class 71	<a href="http://ehattons.com/c71">ehattons.com/c71</a>	£127.50	Nov 2014							
Merchant Navy	<a href="http://ehattons.com/mn">ehattons.com/mn</a>	£144.00-£162.00	Mar 2015							
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Adam's Radial	<a href="http://ehattons.com/ar">ehattons.com/ar</a>	£88.00	Jan 2015							
Hatton's ICI hopper	<a href="http://ehattons.com/ici">ehattons.com/ici</a>	£24.00 / £25.00	Mar 2015							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. (EST): Price is estimated.

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